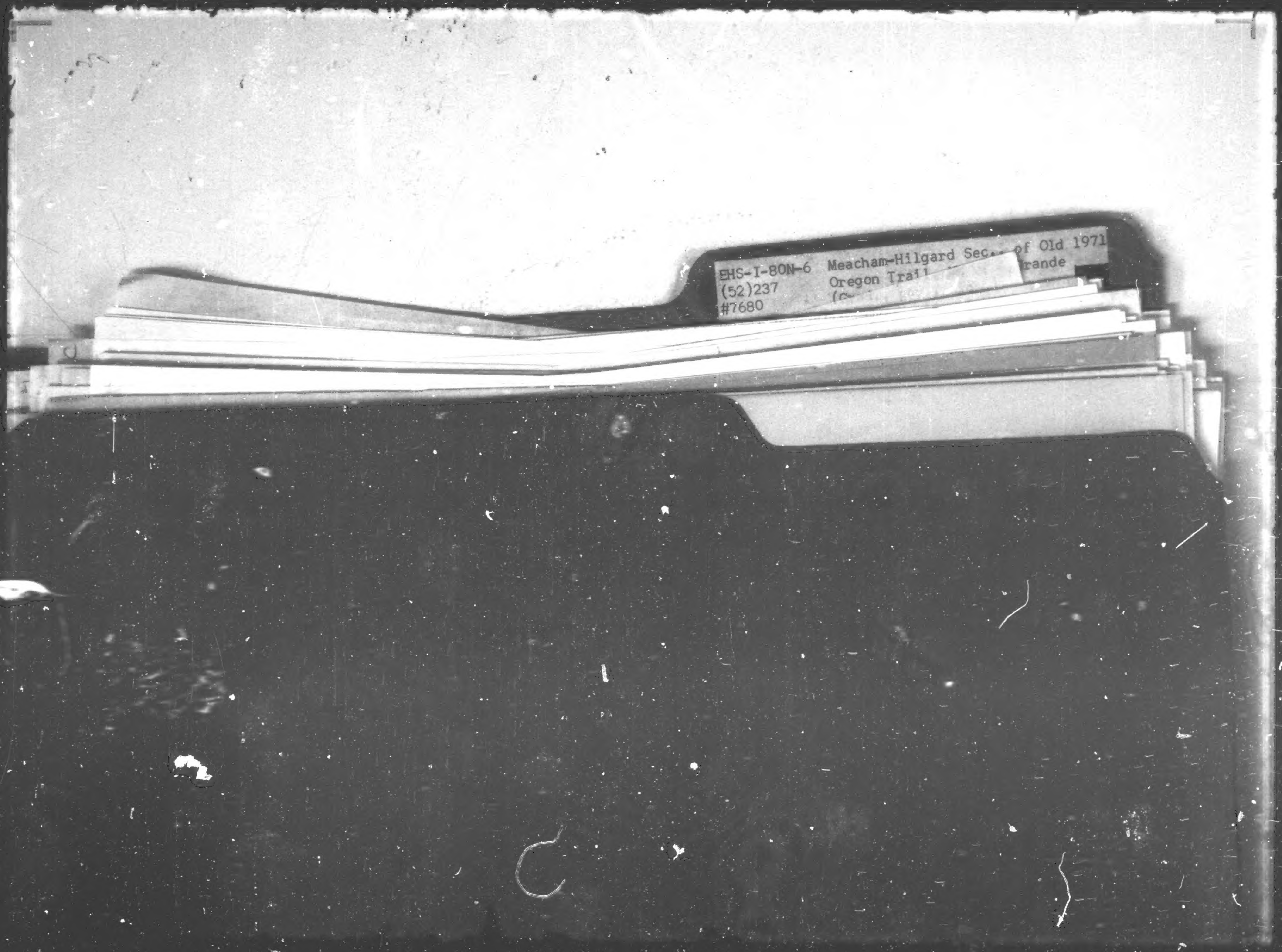
MICROFILM

START
OF ROLL

ROLL NO.
155

Construction
Contracts



EHS-I-80N-6 Meacham-Hilgard Sec. of Old 1971
(52)237 Oregon Trail rande
#7680 (C

and approved by FHWA. No problem is anticipated with Weatherby-Lime as this is a change in one of the structural elements of the roadway. The Neil Creek Slide may present a problem in that it is my understanding Dave Gedney is to review our current planning and implementation of this project, which will depend upon his reaction.

The last three projects received design approval after January 1, 1970 and prior to February 1, 1971 and a plea is necessary to the FHWA to obtain a waiver from the requirements of the environmental guidelines -- along this line, I have included a suggested letter to Mr. Simpson requesting relief from the environmental requirements.

W. H. Tebeau
W. H. Tebeau
Asst. Program & Planning Engineer

WHT:dg

cc L. H. Young

RECEIVED
OCT 7 1971
OFFICE OF
STATE HIGHWAY ENGINEER

7680

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 18, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(-)237
Meacham - Glover Section
Design Approval

It is agreed that design approval for the construction of pavement overlay and minor safety improvements on the subject section has been granted and no further action under Paragraph 10 of PPM 20-8 is required. The pavement overlay is essentially the final stage of a previously approved construction project and the Public Roads acceptance of the recommendations proposed in AASHO's (Yellow Book) "Highway Design and Operational Practices Related to Highway Safety" has been considered as evidence of BPR's tacit approval of that sort of minor safety improvement work.

8-21-70

REFERRED TO
Young
By Asst. State Hwy. Engr.

Copy
Klaboe

NOTED
[illegible] EDWARDS

NOTED
F. B. KLABOE

RECEIVED
AUG 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 6 - 1970

OREGON STATE
HIGHWAY DIVISION
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(52)237
7680

May 4, 1970

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Leroy E. Grant

Re: Utility Accesses
Deadmans Pass-Hilgard Intchg. Sec.
Old Oregon Trail Highway
Umatilla & Union Counties
Project No. I-80N-6 (26) 224
YOUR FILE: Access Agreement
Pendleton-La Grande Section

Gentlemen:

This is in reply to your personal inquiry as to the status of the above referenced access agreement.

As mentioned in our letter to you dated February 11, 1969, the accesses detailed in our proposed agreement, submitted to you with our letter of December 30, 1965, have been approved by the State and the Bureau of Public Roads. The approval was subject to several special provisions partially covered under GENERAL PROVISIONS of the above mentioned agreement. In order to clearly establish your rights and obligations at these accesses, it will be necessary to alter the language in the GENERAL PROVISIONS and have our plans approved by the Forest Service.

As we discussed during your recent visit, the field work for this project was not performed last summer as we originally anticipated. We are now planning to complete this work this summer, and have tentatively scheduled this project for April 15, 1971.

Revised copies of the agreement will be submitted to you for your review and approval as soon as the Forest Service has approved our plans.

Very truly yours,

NOTED
F.B. KLABOE

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:ss
cc: F. B. Klaboe
L. H. Young
D. J. Barbee
H. S. Coulter
H. M. Fillmore

RECEIVED
MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (1-67)

UNITED STATES GOVERNMENT

AUG 22 1969

Memorandum

EH5
I-80N-6(53)237

4680

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

DATE: August 21, 1969

In reply refer to: 08-35-EC

Copy "No Hearing" file
Klaboe

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(26)224
Old Oregon Trail Highway - Deadmans Pass-Hilgard Int. Sec.
(Utility Access Roads and Locked Gates)

I concur that design approval was given prior to January 14, 1969.

No further action is therefore required under PPM 20-8.

Enclosure (2)
Ltr, Cooper to Simpson, 7-22-69

8-26-69

REFERRED TO
Young
By Asst. State Hwy. Engr.

NOTED
F. B. KLABOE

RECEIVED
AUG 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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JUL 30 1969

OREGON STATE
HIGHWAY DEPARTMENT
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Old Ore Tr

July 22, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Deadmans Pass-Hilgard Int. Sec.
(Utility Access Rds. & Locked Gates)
I-80N-6(26)224
Old Oregon Trail Highway
Umatilla and Union Counties

Dear Sir:

We hereby request your concurrence that design approval was given for the subject project by the Bureau of Public Roads prior to the effective date of PPM 20-8, dated January 14, 1969, based on the following data:

(A) P.S. & E. documents were submitted February 1, 1966 but were withdrawn, prior to P.S. & E. approval, pending your acceptance of five additional accesses.

(B) Mr. A. W. Parsons' letter of June 1, 1966 approved one of the additional accesses (Unit F) and Mr. R. E. Simpson's letter of April 18, 1968 approved the remaining four additional accesses.

We are of the opinion that no further approval action is required under PPM 20-8 as required right of way had been acquired and final plans had proceeded, by January 14, 1969, beyond the point where design approval would have been given under present PPM 20-8.

NOTED
F. B. Klaboe

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

cc: F. B. Klaboe
D. J. Barbee
R. W. Ellison
B. L. Gifford
R. N. Chase

RECEIVED
JUL 22 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 17 1969
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OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

EH54
I-80N-6(52)237
7680

February 11, 1969

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. Leroy E. Grant

Re: Utility Accesses
Deadman's Pass-Hilgard Interchange Sec.
Old Oregon Trail Highway
Umatilla & Union Counties
Project No. I-80N-6 (26) 224
YOUR FILE: Access Agreement-
Pendleton-La Grande Line

Gentlemen:

This is in reply to your personal inquiry as to the status of the above referenced access agreement.

The accesses detailed in our proposed agreement submitted to you with our letter of December 30, 1965, have been approved by the State and the Bureau of Public Roads. This approval was subject to several special provisions partially covered under GENERAL PROVISIONS of the above-mentioned agreement. In order to clearly establish your rights and obligations at these accesses, it will be necessary to alter the language in the GENERAL PROVISIONS and have our plans approved by the Forest Service. As we discussed, the construction plans for this project will not be completed until our field crew can complete their work after the snow melts this spring. Revised copies of the agreement will be submitted to you for your review and approval as soon as the Forest Service has approved our plans.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss

cc: F. B. Klaboe
D. J. Barbee
A. F. Parson
H. M. Fillmore

NOTED
LLOYD P. SHAW

RECEIVED
OCT 16 1968
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

EHS-
I-80N-6(52)237
1-7680

October 14, 1968

El Paso Natural Gas Company
PO Box 1492
El Paso, Texas 79999

Re: Utility Accesses
Old Oregon Trail Highway

ATTENTION: Roland G. Taylor

Gentlemen:

This is in reply to your letter of September 9, 1968 concerning the status of the following projects:

Your File - R/W 62692 - Utility Accesses

Our File - Deadman's Pass - Hilgard Interchange Section
Old Oregon Trail Highway
Umatilla and Union Counties
Project No. I-80N-6 (26) 224

As indicated in our May 24, 1968 letter, the accesses detailed in the proposed agreement submitted with your letter dated August 2, 1965, have been approved by the State and the Bureau of Public Roads. This approval was subject to several special provisions partially covered under GENERAL PROVISIONS of the above-mentioned agreement. In order to clearly establish the Company's rights and obligations at these accesses, it will be necessary to alter the language in the GENERAL PROVISIONS and have our plans approved by the Forest Service. The construction plans for this project will not be completed until next Spring. Revised copies of the agreement will be submitted for your review and approval as soon as the Forest Service has approved our plans.

Your File - R/W 67048

F. B. KLABOE
NOTED

Our File - Olds Ferry - North Ontario Interchange Section
Old Oregon Trail Highway

The State and Bureau of Public Roads have not completed their review of the accesses you requested on this section.

Your File - R/W 63161

Our File - [illegible] Ranch - Malheur County Line Section
Lime Unit
Old Oregon Trail Highway
Baker County
Project No. I-80N-7 (25) 341

Your letter of October 4, 1967, requested access at Station 613+50 on this project. We are unable to grant an access at this crossing since it is being closed. However, we have granted an access opposite Station 655, and our Lime Section plans call for the construction of an access on the Southwesterly side parallel to the Railroad from Station "B" 654+07.57 to your existing access road, as shown on Sheets 4, 4A, and 5 of the Construction Plans submitted to you with our letter dated September 10, 1968. This matter has been discussed in the field by representatives of your Company and it was agreed to be satisfactory.

Mr. John F. Hagemann, our Assistant Director of Permits, by his letter of September 13, 1968, submitted a proposed X-type Permit to you covering this access and your four-inch pipe line crossing at our Station 672.

Further information concerning the status of your above requests will be furnished as it becomes available.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

cc: El Paso Natural Gas Company
PO Box 1526
Salt Lake City, Utah

ATTN: Mr. John Vieweg, Division Engineer

F. B. Klaboe
G. W. Ross - ATTN: John F. Hagemann

RECEIVED
OCT 15 1968
OFFICE OF
STATE HIGHWAY ENGINEER

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[illegible]

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 7, 1968

SUBJECT: Meacham-Hilgard Section
Old Oregon Trail Highway
Umatilla and Union Counties

To:

Mr. L. H. Young
Office Engineer
Building

Enclosed is a copy of a survey order from Division V for a proposed overlay on I-80N. This section is in an area where there is no open project agreement for preliminary engineering.

Not long ago a program limit was established for a safety study, Project No. I-80N-6(37)226, however, a modification will need to be made in the project agreement to cover the proposed overlay.

Please take the necessary steps in Federal-aid programming to make the charges against this authorization eligible for participation.

F. D. Morgan
Construction Engineer

By

Ben Gifford
Program Engineer

BG:jp
Attach

cc: F. B. Klaboe

RECEIVED
OCT 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 16, 1967

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Allen Gattis

Gentlemen:

RE: Utility Accesses
Deadmans Pass-Hilgard Section
Old Oregon Trail Highway
Umatilla and Union Counties
YOUR FILE: R/W 62093

This will acknowledge your letter of January 6, 1967 regarding points of access as detailed in your letter of November 28, 1966.

The easement you submitted with your November 28 letter is being reviewed by the Bureau of Public Roads to determine your access rights across Forest Service lands on this section. When this determination has been made, you will be advised.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:lp

bc F. B. Klaboe

RECEIVED
JAN [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 2-1322

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

EHC-
I 80N 6(53)237
7680

December 27, 1966

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Re: Utility Accesses
El Paso Natural Gas Co. File No. 62603
Deadman's Pass-Hilgard Interchange Section
Old Oregon Trail Highway
Umatilla and Union Counties

Dear Sir:

Herewith you will find three copies of El Paso Natural Gas Company's letter of November 28, 1966, and three copies of their easement or permit dated April 29, 1958 for right of way across Forest Service lands on subject section. The above has been sent at our request in an effort to determine the State's obligation to furnish locked gates at Station 340+12 (Unit G) and Station 501+60 (Unit K), as shown on the sketch map attached to our letter of January 19, 1966.

Mr. E.H. Swick's letter of March 25, 1966 indicated that where utilities are on Federal land under a permit issued under the act of February 15, 1901 (31 Stat. 790), the Secretary of Agriculture is authorized to "permit" the use of rights of way through national forests for electrical plants, poles, line, etc. Any permission given by the Secretary of Agriculture under the provisions of this section may be revoked by him or his successors at his discretion. It is noted, however, the above-mentioned easement issued to El Paso Natural Gas Co. pertained to Section 28 of the act of February 25, 1920 (41 Stat. 449), and the terms and conditions outlined in 244.9 and 244.60 through 244.66 of the right of way regulations as set out in Circular 1915.

Please determine if the above-mentioned easement or permit dated April 29, 1958 requires the State and the Bureau of Public Roads to replace the existing accesses with locked gates at Stations 340+12 and 501+60.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

TWL/PGP:sg
cc: F.B. Klaboe
Jack Sollis
J.W. Valentine

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 15, 1966

To: MEMO TO THE FILES

SUBJECT: Locked Gate Access
El Paso Natural Gas Company
Deadman's Pass-Hilgard Interchange Section
Old Oregon Trail Highway
Umatilla and Union Counties

At their request, a meeting was held on November 10, 1966 with El Paso Natural Gas Company, with the following in attendance:

C.O. Walker, Staff Engineer, El Paso Natural Gas
H.W. Root, Engineer, Northwest Division, El Paso Natural Gas
Carlton S. Laman, Right of Way Dept., El Paso Natural Gas
Jack M. Cartwright, Utilities Office Engineer, OSHD

The meeting was requested as a result of a letter from this office, dated October 3, 1966, which disapproved the proposed locked gate accesses at Station 340+12 (Unit G) and Station 501+60 (Unit K).

Mr. Walker started the meeting by stating that the two locked gate accesses in question had been rechecked in the field this week and remain a definite need for maintenance and inspection of their pipeline. He further stated that, in his opinion, the power of retroactive amendments or revokation did not apply to the status held by El Paso Natural Gas on these public lands.

Mr. Laman stated that their rights on the public land in question were probably obtained in the usual manner under Circular No. 2161, Rights of Way on Public Lands, as contained in Title 43 of the Code of Federal Regulations, dated September 21, 1964. If so obtained they would have an easement with an interest in the land.

I asked Mr. Walker if he had brought any documentation that would make the legal opinion, as set forth in our letter, invalid. He had none at this time, but will check with their right of way people and send us a copy of the permit or easement, if available, which allows them to occupy the public land.

Mr. Walker requested a copy of the document, if any, upon which the Comptroller General's office had based their legal opinion.

It was agreed that further action would await the receipt of the documentation requested by both parties.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

JMC:sg

cc: A.W. Parsons
F.B. Klaboe
L.H. Young
D.H. Moehring
A.F. Parson
J.W. Valentine

RECEIVED
NOV 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-6(52)237
9680

October 3, 1966

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. G. T. Westenfield

NOTED
L. B. KLABOE

Re: Locked Gate Accesses
Deadman's Pass-Hilgard Interchange Section
Old Oregon Trail Highway
Umatilla and Union Counties

Gentlemen:

Please refer to your letter of November 5, 1964 which transmitted to the State a proposed draft of an access agreement which will cover the access to your facilities near the Emigrant-Hilgard Section of the Old Oregon Trail Highway. As you know, this agreement had to be reviewed and approved by the Washington office of the Bureau of Public Roads. We have now received a reply from this office and they have not approved Item No. 2 on page 2 of the agreement. This is the proposed locked gate at Station 501+60 which was numbered 8a on our Exhibit "A" map.

The Comptroller General's office issued a legal opinion that where utilities are on Federal land under a revocable permit, the agency issuing the permit has the authority to add amendments to the permit which are retroactive. In this particular case, the Forest Service has the authority to amend your permits retroactively to restrict access to the Interstate Highway. The Bureau of Public Roads has indicated that they will request the Forest Service to issue such amendments in this case, since the Federal Government is paying most of the cost of this highway and the paramount rights of the Federal Government give them this authority.

Therefore, not only can your permits be amended retroactively, but also the permits we obtain from the Forest Service for the construction of the

Interstate Highway across Forest Service land can contain provisions eliminating access to all adjoining property under the jurisdiction of the Forest Service. On this basis we cannot grant you the access you requested at Station 501+60, nor can we participate in the construction of a service road to replace this access.

If you agree with this opinion please so indicate and we will revise the agreement and submit it for your approval. If you do not agree that this is an equitable solution to the problem, then please submit all the facts concerning your original design, construction and maintenance of your facilities in this area which might indicate that the Attorney General's ruling is not applicable to this particular situation.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
J. W. Valentine

RECEIVED
OCT 4 1966
[illegible]

[illegible] JACKSON, CHAIRMAN
[illegible]
KENNETH [illegible] FRIDLEY, MEMBER
[illegible]
DAVID [illegible] SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

BH-
I-80N-6([illegible])237
7680

October 3, 1966

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

Re: Locked Gate Accesses
Deadman's Pass-Hilgard Interchange Section
Old Oregon Trail Highway
Umatilla and Union Counties

ATTENTION: Mr. Allen Gattis

Gentlemen:

Please refer to your letter of January 13, 1966 which transmitted to the State a proposed draft of an access agreement which will cover the access to your facilities near the Emigrant-Hilgard Section of the Old Oregon Trail Highway. As you know, this agreement had to be reviewed and approved by the Washington office of the Bureau of Public Roads. We have now received a reply from this office and they have not approved items 3 and 5 on page 2 of the agreement. These are the proposed locked gates at Stations 340+13 (Unit G) and 501+60 (Unit K).

NOTED
L. B. KLABOE

The Comptroller General's office issued a legal opinion that where utilities are on Federal land under a revocable permit, the agency issuing the permit has the authority to add amendments to the permit which are retroactive. In this particular case, the Forest Service has the authority to amend your permits retroactively to restrict access to the Interstate Highway. The Bureau of Public Roads has indicated that they will request the Forest Service to issue such amendments in this case, since the Federal Government is paying most of the cost of this highway and the paramount rights of the Federal Government give them this authority.

Therefore, not only can your permits be amended retroactively, but also the permits we obtain from the Forest Service for the construction of the Interstate Highway across Forest Service land can contain provisions eliminating access to all adjoining property under the jurisdiction of the Forest Service. On this basis we cannot grant you the accesses you request at Stations 340+12 and 501+60, nor can we participate in the construction of a service road to replace these accesses.

If you agree with this opinion please so indicate and we will revise the agreement and submit it for your approval. If you do not agree that this is an equitable solution to the problem, then please submit all the facts concerning your original design, construction and maintenance of your facilities in this area which might indicate that the Attorney General's ruling is not applicable to this particular situation.

The Bureau of Public Roads has indicated they would rather spend up to $15,000 for the construction of an access road rather than approve a locked gate. Therefore, an access road from Glover Interchange using Old Highway 80 where possible is under consideration to furnish you access to your line near Station 557+50. Would such a road satisfy your needs? If it is not considered suitable then we will need a detailed explanation as to why it does not meet your requirements. Also, how this situation would differ from the access roads being provided in the westerly portion of the project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
J. W. Valentine

FORM 2-155X 30M 4-65

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COMMISSIONERS
GLENN L. JACKSON, Chairman
MEDFORD
KENNETH N. FRIDLEY, Member
WASCO
DAVID B. SIMPSON, Member
PORTLAND

I-80N-6(53)237
7680

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 3, 1966

Chevron Pipe Line Corporation
P. O. Box 117
Salt Lake City, Utah 84110

Re: Locked Gate Accesses
Deadman's Pass-Hilgard Interchange Section
Old Oregon Trail Highway
Umatilla and Union Counties

ATTENTION: Mr. G. V. Baxter

NOTED
F. B. KLABOE

Gentlemen:

Please refer to your letter of November 10, 1964 which transmitted to the State a proposed draft of an access agreement which will cover the access to your facilities near the Emigrant-Hilgard Section of the Old Oregon Trail Highway. As you know, this agreement had to be reviewed and approved by the Washington office of the Bureau of Public Roads. We have now received a reply from this office and they have not approved items 3 and 4 on page 2 of the agreement. These are the proposed locked gates at Stations 340+12 (Unit G) and 501+60 (Unit K).

The Comptroller General's office issued a legal opinion that where utilities are on Federal land under a revocable permit, the agency issuing the permit has the authority to add amendments to the permit which are retroactive. In this particular case, the Forest Service has the authority to amend your permits retroactively to restrict access to the Interstate Highway. The Bureau of Public Roads has indicated that they will request the Forest Service to issue such amendments in this case, since the Federal Government is paying most of the cost of this highway and the paramount rights of the Federal Government give them this authority.

Therefore, not only can your permits be amended retroactively, but also the permits we obtain from the Forest Service for the construction of the Interstate Highway across Forest Service land can contain provisions eliminating access to all adjoining property under the jurisdiction of the Forest Service. On this basis we cannot grant you the accesses you request at Stations 340+12 and 501+60, nor can we participate in the construction of a service road to replace these accesses.

NOTED
F. B. KLABOE

If you agree with this opinion please so indicate and we will revise the agreement and submit it for your approval. If you do not agree that this is an equitable solution to the problem, then please submit all the facts concerning your original design, construction and maintenance of your facilities in this area which might indicate that the Attorney General's ruling is not applicable to this particular situation.

The Bureau of Public Roads has indicatedthey would rather spend up to $15,000 for the construction of an access road rather than approve a locked gate. Therefore, an access road from Glover Interchange using Old Highway 30 where possible is under consideration to furnish you access to your line near Station 557+50. Would such a road satisfy your needs? If it is not considered suitable then we will need a detailed explanation as to why it does not meet your requirements. Also, how this situation would differ from the access roads being provided in the westerly portion of the project.

Very truly yours,

F. D. Morgan
Construction Engineer

By (SIGNED)
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: Chevron Pipe Line Corporation - Boise, Idaho
Attention: Mr. A. K. Wickham

F. B. Klaboe
J. W. Valentine

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[illegible]

RECEIVED
JUN 7 - 1966

FOR FILING

Form [illegible] (11-63) (Prov. by A.A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

[illegible]
I-[illegible]-6(52)237
[illegible]

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 1, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dee T. Dee
Engineering Coordinator

SUBJECT: Oregon Project I-80N-6(26)224
Deadman's Pass - Hilgard Interchange Section
Utility Access Roads and Locked Gates

Your January 19, 1966 letter requested approval of five locked gates on the subject project. Attached is a copy of our Administrator's May 16, 1966 memorandum approving one of the additional accesses.

We are also furnishing a copy of Mr. Swick's May 13, 1966 memorandum which indicates why no action was taken on the remaining additional points of access. This matter was discussed in considerable detail with your representatives and representatives of this office as well as Messrs. Snow and Carney of our Regional and Washington offices, respectively, during a May 26, 1966 conference. We understand that you will furnish additional justification and/or modify your request accordingly after further study.

Enclosures

REFERRED TO Litchfield - Young
By Asst. State Hwy. Engr.
6-6-66

EIVED
ICE OF
WAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SALEM CO-1

Mr. E. M. French, Regional Engineer
08-08.7 Portland, Oregon

Rex M. Whitton, Federal Highway Administrator
Washington, D. C.

Oregon Project I-80N-6(26)224 - Deadman's Pass
Hilgard Interchange Section
(Reference: Mr. H. B. Stanley's March 25, 1966,
memorandum to Mr. G. M. Williams)

You have requested approval of several additional points of access (locked gates) for servicing public utility facilities which are located on, along or adjacent to the above Interstate project between approximate Stations 250+00 and 555+00. The following points of access are approved as set forth below.

Mr. H. B. Stanley's March 25, 1966, memorandum with enclosures establishes that if access to the Bonneville Power Administration facilities is not allowed at Station 269+25 (Unit F) a minimum of 2 miles of access road must be constructed through formidable terrain. Therefore, in accordance with the 1960 agreement between the State of Oregon and the Bonneville Power Administration, approved by Mr. G. M. Williams' June 24, 1960, memorandum to you, the additional point of access left of Station 269+25 (Unit F) is approved. Due to the circumstances involved in this particular case, El Paso Natural Gas Company and the Salt Lake Pipe Line Corporation could be granted permission to use this access point for servicing their nearby facilities.

Approval of this additional point of access at Station 269+25 is subject to the following conditions:

1. The utility companies will be required to take all necessary precautions to protect the traveling public during periods of utility maintenance.

2. The parking of utility company vehicles and equipment on Interstate right-of-way and U-turns across the median will be prohibited.

3. The use of the gate by the utility companies will cease when and if the local road system is sufficiently developed to allow reasonable access to the utility's facilities by other than the Interstate highway.

- more -

4. The gate will be locked at all times and its use will be limited to authorized personnel only of the utility companies.

5. The agreements between the State and the El Paso Natural Gas Company and Salt Lake Pipe Line Corporation pertaining to their use of the locked gate shall include the above provisions.

6. The terms of access listed in Items 1 through 4 above apply equally to the Bonneville Power Administration.

Access to the Bonneville Power Administration facilities right of approximate Station 433+00 is approved with the understanding that direct access from the highway main lanes will be prohibited. Access will be from a nearby crossroad and frontage road.

We agree with the conclusion reached by you and the Division Engineer regarding the use of Interstate highway funds for the proposed utility access work.

More comments on the access associated with Units G, K and L will follow by separate memorandum from the Office of Right-of-Way and Location.

cc: Mr. G. M. Williams
Mr. D. H. Anders

SALEM COPY

[illegible] 13 [illegible]

Mr. B. M. French, Regional Engineer
30-00.[illegible] Portland, Oregon

E. H. Swick

39-30

E. H. Swick, Director of Right-of-Way and Location
Washington, D. C.

Oregon Project I-80N-6(26)224
Deadman's Pass - Hilgard Interchange Section
Old Oregon Trail Highway - Utility Access Roads
(Reference: Mr. E. B. Stanley's March 2[illegible], 1966, memorandum
to Mr. G. M. Williams)

The requested additional points of access at Unit G (Stations 317+95 and 340+12) have not been recommended for approval by the Administrator pending clarification of several items. The extent of our obligation to provide direct access from the Interstate main lanes to the affected utilities is not clear. More information and justification including legal obligation, frequency of access by the utilities and costs of constructing access roads are needed before a final determination can be made.

From the information submitted, access trails can be provided at nominal cost in lieu of locked gates at Station [illegible] (Unit K) and Station 564+40 (Unit L). It is suggested that you reconsider your request for locked gate access at these two locations since access can be provided by other means. Additionally, before Federal funds are approved for the construction of an access road to Unit K a ruling may be necessary by our General Counsel to establish the extent of our obligation. This may also be true of the proposed access points (or access roads) at Unit G. Should you desire to pursue this matter further at these locations (Units G and K) all pertinent information surrounding the utility's occupancy on highway right-of-way and Forest Service land should be furnished this office for referral to the General Counsel for advice.

It is noted in the correspondence that reference was made to extending the principles for providing access outlined in the Bonneville Power Administration agreement to other utilities. The procedures set forth in paragraphs 2b and c of the Bonneville agreement are for application to other utilities only where an Interstate highway crosses an existing utility line that occupies its own right-of-way and a portion of the utility's facilities on either side of the freeway right-of-way are landlocked by reason of the highway construction. However, the procedure for providing locked gate access for future utility installations across the Interstate highway should be considered to apply only to the Bonneville Power Administration.

The question surrounding the disposition of the Pacific Northwest Bell Telephone Company facilities which are located on Interstate highway rights-of-way should be resolved. The AASHO policy on the accommodation of utilities allows the retention of existing utilities on Interstate rights-of-way provided they can be serviced from other than the main lane roadways and ramps. It is not clear how the servicing of the telephone facilities between Stations [illegible] and [illegible] and possibly between Stations 540 and 610 is presently being accomplished. A similar question arises with respect to the existing facilities of the Salt Lake Pipe Line Company between approximate Stations [illegible] and 245 and Stations 320 and 335.

cc: Mr. G. M. Williams
Mr. D. H. Anders

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
FILING

Encl
I [illegible] 237
7680

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
F. B. KLABOE

March 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Additional Information, Locked Gate Accesses
Utility Access Roads
Deadman's Pass-Hilgard Interchange Section
Old Oregon Trail Highway
Umatilla and Union Counties

Dear Sir:

The following information is being sent to you as requested in our meeting held in your office on February 4, 1966 concerning the above-captioned project.

Mr. Valentine has investigated all alternatives to the locked gate proposed opposite Station 501+60, including the construction of a utility access road from Hilgard Interchange. The second paragraph on page 4 of Mr. Edwards' letter of October 4, 1961 indicated the estimated cost to construct a utility access road to locked gates at Stations 540 and 515 would be $5,000. Following approximately this same route on to Station 501+60 Mr. Valentine estimates an additional cost of $1,800 will be required, making a total of $6,800 to eliminate this locked gate.

The proposed location, at Station 501+60, is ideal for a locked gate. It is on top of a ridge with excellent sight distance. It is in a wide, daylighted section consisting of shot rock terrain which will not show vehicle tracks. The proposed gate will not be visible from the highway. Inasmuch as these Morman-type gates are not a bid item, but are included in the cost of fencing, this locked gate can be installed at no cost to the State.

Our Legal Department is reviewing this matter to determine whether the cost of providing access roads as an alternative would be the responsibility of the State and the Bureau of Public Roads or the State, or the Utilities involved. However, since this gate can be installed at no cost, is in a safe location, and will be used very infrequently by El Paso Natural Gas Company, Salt Lake Pipe Line Corporation and Pacific Northwest Bell Telephone Company, we feel that it is definitely in the public interest to provide an access at this location rather than spend some $6,800 of public funds. The commodities provided by the above-mentioned Utilities are for public use and in many cases are just as essential to our defense program as an Interstate highway system. We, therefore, feel that regardless of who is responsible to bear the cost of constructing this access road, whether it be the State or Federal tax payers, or Utility rate payers, it is in the public interest to save this expense by providing the above requested locked gate at no cost. Your approval of this locked gate is recommended.

Mr. Edwards' previously mentioned letter of October 4, 1961 indicated that there would be a cost of $15,000 to provide an access road to replace the locked gate opposite Station 564+40 and the road approach at Station 557+80. The question was brought up as to whether this proposed road included the use of the old existing Old Oregon Trail Highway where it was available. Mr. Valentine rechecked the estimate for this area and determined that it was correct at $15,000 and it does include those portions of the Old Oregon Trail Highway which are available. We, therefore, recommend a locked gate access at Station 564+40 as detailed in our letter of January 19, 1966.

The matter of Pacific Northwest Bell Telephone Company poles remaining in their present location between approximate Stations 430 and 530 will be handled by separate correspondence.

Your approval of the locked gate access detailed in our letter of January 19, 1966 is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
D. H. Mochring
A. F. Parson
J. W. Valentine

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 8-123X [illegible] 9-63

COMMISSIONERS
[illegible] CHAIRMAN
JAN 21 1966
[illegible] H N. FRIDLEY, MEMBER
FOR FILING

[illegible]
AI-I-80N-6(52)237
PE 7180

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 19, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Locked Gate Accesses
Utility Access Roads
Deadman's Pass-Hilgard Interchange Section
Old Oregon Trail Highway
Umatilla and Union Counties

Dear Sir:

Herewith you will find three copies of Mr. Valentine's letter of January 17, 1966 furnishing supporting information for the locked gate accesses as they were determined in a discussion including Messrs. Brooks, Jensen, Preston and Valentine on July 8, 1965.'

Also attached are three copies of a sketch map showing the proposed locked gate accesses and utility access roads.

This matter has been thoroughly investigated by the State and various utilities involved and these locked gate accesses are absolutely necessary to satisfy the utilities' prior easements which the State has not extinguished.

Your approval of the following locked gate accesses is requested:

Unit	Station	Lane	Remarks
"F"	269+25	Westbound	Serves El Paso Nat. Gas Co., Salt Lake Pipe Line Corp., & Bonneville Power Adm.
"G"	317+45	(S.Westerly R/W fence)	Serves Salt Lake Pipe Line Corporation
"G"	340+12	Westbound	Serves El Paso Nat. Gas Co., Salt Lake Pipe Line Corp. & Bonneville Power Adm.
"K"	501+60	Westbound	Serves Pacific N.W.Bell Telephone Co., El Paso Nat. Gas Co., Salt Lake Pipe Line Corp. and Bonneville Power Adm.
"L"	504+00 ~~[illegible]~~	Eastbound	Serves El Paso Nat. Gas Co., & Salt Lake Pipe Line Corp.

PGP:bjm
Attachments

cc: F. B. Klaboe (w/attachs.)
D. H. Moehring "
A. F. Parson
J. W. Valentine

Very truly yours,
F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

I-80N-6(45) LaGrande Section, of Old 1971
256 Oregon Trail at LaGrande.
#7681 (Grad., pav., struct.)

7621 2-6-74 STATE COPY 5

cc: OSHD (H S Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 13	COUNTY Union	DIVISION Oregon
DATE OF REPORT 2-6-74	REPORT MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-6(45)256
COMPLETION DATE 6-29-73	ACCEPTANCE DATE BY CONTRACT AGENCY 10-26-73	TIME ELAPSED 104 %	CONTRACT TIME 270
APPROVED EXTENSIONS 72	LOCATION Eastbound ramp, West LaGrande Interchange		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.
There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

COPY SENT
FEB 11 1974
REGIONAL OFFICE

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WEST LA GRANDE INTERCHANGE - LA GRANDE SECTION
OLD OREGON TRAIL HIGHWAY
UPPER OVERCROSSING

[illegible] this project a 14-ft. wide thru truss structure was replaced with a [illegible] wide reinforced concrete box girder structure. The ramp was revised [illegible] the new structure and the ramp was illuminated.

[illegible] cost of the contract items was $472,126.68, 3.8% less than the [illegible] contract amount. The total project costs including engineering, [illegible] items, contingencies, engineering and $1,200 liquidated damages [illegible] 7.51, 6.4% less than the original authorization. The resident [illegible] satisfactorily explained all overruns and underruns. All of [illegible] supporting documents have been submitted.

RECEIVED
FEB 13 1974
Office of
Assistant State Highway Engineer

2-13-74
cy Const.

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
FEB 12 74
REFER TO
FOR

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED
SIGNATURE Original signed by
R. A. NICHOLS
R. A. Nichols
DATE 2-6-74

ACCEPTED BY BUREAU OF PUBLIC ROADS
SIGNATURE Original signed by
E. J. Valach
Dist. Engineer
TITLE E. J. Valach
DATE FEB 11 1974

Form PR 33-E
(Rev. 7-70)
EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

26-97

January 26, 1976

Reliance Insurance Co.
Portland Office
[illegible] S. W. [illegible]
Portland, Oregon 972[illegible]

Gentlemen:

A second partial payment for $1,[illegible] will be made to Schnitzer Construction Co., Inc. on Contract No. [illegible] for work on the [illegible] Section of the Old Oregon Trail in Union County, as soon as the voucher is prepared.

The total amount paid on this contract will be $[illegible] [illegible] the [illegible] payment. Of the [illegible] $9,928.35 is for force account.

Very truly yours,

C. W. [illegible], Manager
[illegible]

[illegible]
cc Schnitzer Construction Co., Inc.
7900 S. W. [illegible]
Portland, Oregon 97[illegible]

bc C. T. [illegible]
[illegible]
V. E. [illegible]
Attn: [illegible]
W. E. [illegible]

7681

January 14, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Request for Time Extension
LaGrande Section (UPRR O'xing), I-80N
Old Oregon Trail Highway, Union County
Contract No. 7681

Schrader Construction Company requests a 21-day contract time extension, citing late work added by two orders and alleged extra work on pavement removal and obliteration. A 72-day extension of time was approved previously for other reasons. The project was completed on June 29, 1973, with 363 calendar days charged, an overrun of 21 days.

Calendar days were charged for a three-day period (June 6, 7, and 8, 1973) and a five-day period (June 25, 26, 27, 28, and 29, 1973) after the project was substantially complete and the contractor was performing extra work (P.A. 4 and E.W.O. 2 respectively). These eight workdays should be expanded to 11-calendar-days extension for this added signing and fence work.

I have therefore granted an additional 11-day extension which will leave 10 days liquidated damages at $100 per day. This is an Interstate Project and we have the concurrence of the Federal Highway Administration.

This matter will be included in the report on time extensions on the agenda for your information at the January 30 meeting.

bc: George M. Baldwin
C. W. Head
A. E. Johnson
M. S. Coulter
C. T. Ramsey
V. E. Spoon
W. E. S[illegible]artz
V. L. Gallagher

Gary Sund
R. E. Whipps

JAB:fr cm

January 14, 1978

Schrader Construction Company, Inc.
7412 S. E. Powell Blvd.
Portland, Oregon 97206

Gentlemen:

We have reviewed your request for an additional extension of 21 days for work on Contract No. 7681 for work on the LaGrande Section of the Old Oregon Trail Highway in Union County.

Careful consideration was given to the reasons you submitted. In light of the available facts and provisions of the contract, an extension of 11 days is granted. This is for [illegible] and fence work done under Price Agreement No. 4 and Extra Work Order No. 2 and will leave 10 days liquidated damages at $100 per day.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: [illegible]
C. W. [illegible]
A. F. Johnson
H. S. Coulter
C. T. [illegible]
V. E. [illegible]
W. E. [illegible]
V. L. [illegible]

JAB:fr cm

71-81 5

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

Box 300
Salem OR 97308

DATE: January 7, 1974

In reply refer to: 10-41-A5

SUBJECT: Oregon Project I-80N-6(45)256
La Grande Section (UPRR Overcrossing)
Old Oregon Trail Highway
Request for Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

As requested in Mr. Coulter's letter of December 31, 1973, approval is granted to extend the contract time 11 days.

for E. J. Valach
G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JAN 8 '74
REFER TO
FOR

RECEIVED
JAN 10 1974
Office of
Assistant State Highway Engineer

1-10-74
cy [illegible]
Schwaltz
[illegible]

NOTED
H.S. COULTER

7681

December 31, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM

H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension, Contract 7681
La Grande Section (UPRR Overcrossing)
Old Oregon Trail Highway, Union County
F. A. Project I-80N-6(45)236

The contract for this project was awarded to Schrader Construction Company, Inc., on December 21, 1971, with the calendar day count to commence January 10, 1972. The original time allowed for completion of the work was 270 calendar days which projected an anticipated completion date of October 5, 1972. A 72-day extension of time and several suspensions of work orders have revised the anticipated completion date to June 8, 1973. The project was completed on June 29, 1973, with 363 calendar days charged, an overrun of 21 days. The contractor has requested an additional 21 days to complete the project without assessment of liquidated damages because of the project being delayed by added work.

Calendar days were charged for a three-day period (June 6-8, 1973) and a five-day period (June 25-29, 1973) after the project was substantially complete and the contractor was performing extra work (Price Agreement 4 and Extra Work Order 2). Those eight workdays should be expanded by 7/5ths to an 11-day extension for this added signing and fence work.

The contractor also asked for additional time for modification of gore area and general area at the transition to an adjacent contract. This involves pavement removal and obliteration which is also the subject of a claim. We are not recommending time extension for this work now, but the ultimate resolvement of the claim may develop a basis to reconsider.

We ask your concurrence in an additional 11-day extension at this time, which would leave 10 days' liquidated damages at $100 per day.

JAB:fr ja

bc P. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

FORM 8-20 (REV 10-68)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
DEC 28 1973
Office of
Assistant State Highway Engineer

Salem, Oregon
December 27, 1973

To: H. S. Coulter, Assistant
State Highway Engineer-Operations

SUBJECT: Request for Time Extension
LaGrande Section (UPRR O'xing)
Old Oregon Trail Hwy., Union County
Contract 7681
FAP I-80N-6(45)256

John A. Bond

From: John A. Bond
Construction Administration Engineer

The contract for this project was awarded December 21, 1971, with the calendar day count to commence January 10, 1972. The original time allowed for completion of the work was 270 calendar days which projected an anticipated completion date of October 5, 1972. A 72-day extension of time and several suspensions of work orders have revised the anticipated completion date to June 8, 1973. The project was completed on June 29, 1973, with 363 calendar days charged, an overrun of 21 days. The contractor has requested an additional 21 days to complete the project without the assessment of liquidated damages due to the project being delayed by added work.

Calendar days were charged for a three-day period (June 6, 7, and 8, 1973) and a five-day period (June 25, 26, 27, 28, and 29, 1973) after the project was substantially complete and the contractor was performing extra work (P.A. 4 and E.W.O. 2 respectively). These eight workdays should be expanded by 7/5 to 11 days extension for this added signing and fence work.

The contractor has claimed that some of the obliteration of existing roadway work performed was not covered by the contract agreement and therefore additional time to perform the work should be granted. This claim of additional work has been rejected by the State and no additional time should be granted now.

An additional 11-day extension would leave 10 days' liquidated damages at $100 per day. Engineering overran about $12,000.

Draft letters to the FHWA, the Commission and contractor are attached.

JAB:WR:lb

Attachment
cc: V. L. Gallagher

[illegible] (Rev.)—[illegible]

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 25, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 270 days to 291 days, within which to complete our Contract No. 7681, without the assessment of liquidated damages. The said contract is described as follows:

LaGrande Section, UPRR O'xing, Old Oregon Trail Highway, Union County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Schrader Construction Co., Inc. was requested to perform additional work in signing and fence and modification of gore area and general area at the intersection of contractural limits between Gordon Ball contract and Schrader Construction Co., Inc. contract.

The additional time requested herein is to cover additional work as outlined above for subject contract.

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC.
Contractor

By
J. A. Schrader, President

CONSENT OF SURETY

Date ...., 19......

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7681 Contractor Schrader Construction Co., Inc.

Highway Old Oregon Trail

Section La Grande

Kind of Work UPRR Overcrossing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommended 11 days extension for work done in June, 1973 on Price Agreement No. 4 and Extra Work Order No. 2.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7681

Project designation I-80N-6(45)256
State-Federal

Date awarded December 21, 1971

Work started February 10, 1972

Per cent completed 100, May 25, 1973
Date

No. of Workdays Allowed 270

No. of Workdays Used 282

No. of Added Workdays Requested 12

December 28, 1973

Reliance Insurance Company
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $70.06 will be made to Schroeder Construction Co., Inc., for an outstanding [illegible] on the [illegible] Section of the Old Oregon Trail Highway in Union County as soon as the warrant is prepared.

The total amount paid on this contract will be $489,977.14 including the post-final payment. Of the total, $5,929.55 is for force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

jo

cc: Schroeder Construction Co., Inc.
[illegible] S.E. [illegible] Blvd.
Portland, OR 97[illegible]

bc: C. T. Keasey
Walt Hart
V. H. Skoog
Attn: [illegible] Hacek
W. E. Schwartz

November 8, 1973

Reliance Insurance Company
700 N. E. Multnomah
Portland, Oregon 97232

Gentlemen:

On October 31, 1973, we wrote to you concerning release of final payment on Contract No. [illegible] awarded to Schroeder Construction Co., Inc. for the Union Pacific Railroad overcrossing on the LaGrande Section of the Old Oregon Trail in Union County.

Final payment on this contract is $14,963.41 and the total contract amount is $[illegible] including $5,859.29 for work performed under force account.

Very truly yours,

C. W. Hood, Manager
Administrative Services

FN:db

cc: Schroeder Construction Co., Inc.
7812 S. E. Powell Blvd.
Portland, Oregon 97206

bc: C. T. Ramsey
Walt Hart
V. E. Sneed
Attn: Dick Hecek
W. B. Schwartz

October 31, 1973

Reliance Insurance Company
Portland Office
700 N. E. Multnomah
Portland, Oregon 97232

Gentlemen:

Contract No. 7081 awarded to Schroeder Construction Company, Inc., for the Union Pacific Railroad overcrossing on [illegible] in [illegible] Section of the Old Oregon Trail in Union County was completed on June 20, 1973 and accepted by the Transportation Commission on October 26, 1973.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before November 5, 1973.

You have been previously notified of the claims filed against the contract.

Very truly yours,

C. E. Mead, Manager
AWARDED CONTRACT SERVICES

hs
cc Schroeder Construction Company, Inc.
7912 S. E. Powell Boulevard
Portland, Oregon 97206

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

October 30, 1973

TO Oregon Transportation Commission

FROM

[illegible]
Acting State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. [illegible], Work Completed June [illegible], 1973

Project La Grande

Highway Old Oregon Trail, County Union

Type of Work [illegible]

Contractor [illegible] Construction Co., Inc.

Recommended Acceptance Date [illegible]

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on November [illegible], 1973 for your formal concurrence.

cc: [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

[illegible]

October 23, 1973

Ferguson & Burdell
900 Logan Building
Seattle, Washington 98101

Gentlemen:

This is to acknowledge your letter of October 19 notifying us that your client's claim against [illegible] Construction Co., Inc. has been satisfied.

The claim against Contract No. [illegible] was in the amount of $1,8[illegible].

We have noted our files accordingly and will inform all interested parties.

Very truly yours,

C. H. Reed, Manager
[illegible] SERVICES

td

cc [illegible] Construction Co., Inc.
[illegible] S. E. [illegible] Boulevard
Portland, Oregon [illegible]

Reliance Insurance Co.
Portland Office
[illegible] S. W. [illegible]
Portland, Oregon [illegible]

NOTED ON CARD
10-23-73 T.B.

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD McL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

W. J. THOMAS FERGUSON
JAMES E. HURY
GUST S. DOLES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. McGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

October 19, 1973

Department of Highways
State Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. - Claims of Lien

Gentlemen:

Enclosed herewith please find a duly executed Notice of Release of Claims of Lien of the seven (7) Claims of Lien therein described.

Very truly yours,

FERGUSON & BURDELL

By: Donald McL. Davidson

DMD:bm
cc: Secretary of State
Tom Ferguson (Mercer Steel Company)

RECEIVED
OCT 22 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTED
C. W. HEAD

NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, Inc., does hereby release and discharge the notices of claim of lien dated September 7, 1973, and described as follows:

1. Against HUGHES AND LADD and HUGHES AND LADD, INC. and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway Contract No. 7566, in the amount of Nineteen Thousand, Nine Hundred Twenty-Two Dollars and Thirty-One Cents ($19,922.31);

2. Against J. C. COMPTON CO. and ROSS BROS. CONSTRUCTION, INC. and THE TRAVELERS INDEMNITY COMPANY and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7605, in the amount of Eleven Thousand, Three Hundred Ninety-Five Dollars and Seventy-Five Cents ($11,395.75);

3. Against HUGHES AND LADD and HUGHES AND LADD, INC., and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7563, in the amount of Four Thousand, Nine Hundred Thirteen Dollars and Eighty-Five Cents ($4,913.85);

4. Against GIBBONS AND REED COMPANY and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7670, in the amount of Seven Thousand, Eighty-One Dollars and Twenty-Nine Cents ($7,081.29);

5. AGainst WILLAMETTE WESTERN CORPORATION and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7760, in the amount of Three Thousand, Six Hundred Four Dollars and Eleven

Cents ($3,604.11).

6. AGainst RAY KIZER, RAY KIZER CONSTRUCTION COMPANY, THE TRAVELERS INDEMNITY COMPANY and GREAT AMERICAN INSURANCE COMPANY, on State Highway Contract No. 7539, in the amount of Seventeen Thousand, Four Hundred Thirteen Dollars and Seventy-Eight Cents ($17,413.78);

7. Against SCHRADER CONSTRUCTION COMPANY, INC., and RELIANCE INSURANCE COMPANY, on State Highway Contract No. 7681, in the amount of One Thousand, Eight Hundred Fourteen Dollars and Twenty-Three Cents ($1,814.23).

DATED October 18, 1973.

TRI-M ERECTORS, INC.,

By: BP Babbitt
Bruce P. Babbitt
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington

RECEIVED
OCT 22 1973
HIGHWAY
ADMINISTRATIVE SERVICES

76-81 4834

3

FILED
OCT - 3 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
OCT 3 10 29 AM '73
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

NOTED ON CARD
10-5-73 ko

October 2, 1973

Rogers Asphalt Paving Company
P. O. Box 200
La Grande, Oregon 97850

Attention: Don Hampton
Owner

Gentlemen:

This is to acknowledge your letter of September 27, 1973, notifying us of your claim in the amount of $7,818.94 against Schrader Construction Company, Inc., for equipment rental and paving.

From the description given in your letter, this appears to be in reference to the Schrader Construction Company, Inc., Contract No. 7681 for the Union Pacific Railroad Overcrossing on the La Grande Section on the Old Oregon Trail in Union County.

The Reliance Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office upon satisfaction of your claim.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc Schrader Construction Co., Inc.
Reliance Insurance Company

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 4 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

ROGERS ASPHALT PAVING CO.
DON HAMPTON, OWNER
P. O. BOX 200 — PHONE 963-3633
LA GRANDE, OREGON
97850

Sept. 27, 1973

Department of Transportation
Secretary of Commission
Salem, Oregon 97310

Dear Sir:

We have a claim against Schrader Construction Co., Inc. for State Highway Contract #7681, U.P.R.R.O.'Xing, in the amount of $7,818.94. This is the balance due for equipment rental, base preparation and asphalt paving.

Sincerely,

Don Hampton

Don Hampton

RECEIVED
OCT 1 - 1973
HIGHWAY
ADMINISTRATIVE SERVICES

STATE COPY

7631

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

[illegible]

cc: ORHD (H S Coulter)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

7-24-73

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 12	COUNTY Union	DIVISION Oregon
DATE OF INSPECTION 7-24-73	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-6(45)256
IN COMPANY WITH unaccompanied			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 104 %	WORK COMPLETED 100

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

WEST LA GRANDE INTERCHANGE-LA GRANDE SECTION
OLD [illegible] HIGHWAY
[illegible]

The work on this project was completed June 29, 1973 in reasonable conformance with plans and specifications.

Acceptance is recommended.

COPY SENT
AUG 17 1973
REGIONAL OFFICE

RECEIVED
AUG 20 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 17 73
REFER TO
FOR

NOTED
H.S. COULTER

8-20-73
[illegible]

PREVIOUS EDITIONS WILL BE USED

FORM PR-338
(REV. 5-70)

7681

6

5

ORM 2.1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

ELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

ME OF JOB U. P. R. R. O'XING	SECTION La Grande	WEEK ENDING July 20, 1973
NTRACTOR Schrader Construction Co., Inc.		SECTION PREFIX 631 - 1072
TE OF CONTRACT December 21, 1971	HIGHWAY Old Oregon Trail	COUNTY Union
AGE FORCE ON PROJECT FOR THIS WEEK:	KIND OF WORK Grading, Paving & Structures	
SUPERVISION:	CONTRACT NUMBER 7681	FEDERAL AID PROJECT NUMBER I-80N 6 (45)256
	DATE WORK STARTED February 10, 1972	ESTIMATED COMPLETION DATE
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 270	CALENDAR DAYS USED 291
OJECT AUTHORIZATION: $ 621,128.75	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 107.8
CLUSIVE OF ENGINEERING: $ 571,876.25	ENGINEERING AUTHORIZATION $ 49,252.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100.0
TIMATED COST OF COMPLETED OJECT, EXCLUSIVE OF NGINEERING $ 559,751.76 ~~[illegible]~~	ENGINEERING COST TO DATE $ 55,473.94 This week 274.81	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100.0
TIMATED PERCENT: UNDERRUN 2.1 %	PERCENT OF AUTHORIZATION 112.6 %	DATE PROJECT WAS COMPLETED: June 29, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Class "B" AC
100 %	100 %	100 %	100 %	100 %			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ILES IN PROJECT	0.3	0.3			0.3
ILES PARTIALLY COMPLETED					
ILES COMPLETED					0.3
TAL ESTIMATED QUANTITIES (CONTRACT)	10,000 cy	2,040 cy			1,340.00
TAL QUANTITIES CORRECTED TO DATE	6,040cy	1,300.2 cy			1,746.75
STIMATED QUANTITIES MOVED OR PLACED TO DATE	3,190 cy	1,300.2 cy			1,746.75
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

QUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	8431A							
PERCENT	100.0 %							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	15	Clear & warm	0		
MONDAY	16	Clear & warm	0		
TUESDAY	17	Clear & warm	0		
WEDNESDAY	18	Clear & warm	0		
THURSDAY	19	Overcast	0		
FRIDAY	20	O'cast W/rain	0		
	14	Clear & warm	0		

RECEIVED
[illegible]

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 15	No activity
MONDAY 16	No activity
TUESDAY 17	No activity
18 WEDNESDAY	No activity
19 THURSDAY	No activity
FRIDAY 20	No activity
SATURDAY 14	No activity

REMARKS

Project completed June 29, 1973.

SIGNED E. N. Van Cleave, Res. Br. Eng. LOCATION La Grande

PRINT [illegible] SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 5, 1973

TO
G. L. Green, Division Engineer
~~[illegible]~~
Federal Highway Administration

Federal-aid Project
No. I-80N-6(45)256

FROM
L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7681, Work Completed June 29, 1973

Project La Grande

Highway Old Oregon Trail

County Union

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 24, 1973

Conditions not acceptable: None

G. K. Hoesner
for G. L. Green
Division Engineer

cc: F. B. Klaboe ✓
L. H. Young

8-17-73
cy Conate

NOTED
H.S. COULTER

RECEIVED
AUG 17 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
AUG 16 '73
REFER TO
Coulter
FOR

7681

June 20, 1973

Schrader Construction Co., Inc.
7[illegible]2 S. E. Powell Blvd.
Portland, Oregon 97206

Gentlemen:

Your request for a time extension of 95 days on Contract No. 7681 for work on the La Grande Section (Union Pacific Railroad Overcrossing) of the Old Oregon Trail Highway in Union County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 72 days is granted which will reduce the time liquidated damages on this project. This extension is based on delay at start of the project, Bent 2 footing work covered by Price Agreement No. 3, Span 1 bulkhead Price Agreement No. 2, three-day notice to resume work in February 1973, and intermittent nature of days charged from November 1972 to April 1973.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: A. E. Johnson
H. S. Coulter
C. W. Head
C. T. Kemsey
V. E. Skoog
W. E. Schwartz
H. N. VanCleave
V. L. Gallagher

JAD:fw dpy

7681

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20,

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Request for Time Extension
La Grande Section (UPRR J'Xing)
Contract No. 7681

Schrader Construction Company, Inc., contractor on the subject project, has requested a 95-day extension of time citing four reasons: (1) early delay in initial staking of the project due to frozen ground and incomplete railroad approval; (2) changed conditions encountered in Piers 2 and 3; (3) rescheduling of beams caused by additional work in Piers 2 and 3; and (4) change in a bulkhead. The project was awarded December 21, 1971 with 270 calendar days allowed. The project is now virtually complete with 85 days liquidated damages accrued at $100 per day.

The Resident Engineer was unable to stake the excavation during the initial period of contract time due to unsafe working conditions caused by ice and snow and we were also awaiting final railroad approval of the project. An extension of 35 days is justified. A four-day extension for time in early May, 1972 while Bent 2 footing design was reviewed is justified. The contractor performed extra work on Bent 3 footing that was covered by a Price Agreement justifying 11 days. The location of the bulkhead for the Span 1 deck pour was changed and justifies a one-day extension. A three-day extension is justified to recognize proper advance notice of our order to resume work after the railroad agreement was secured.

The above delays put the final completion work, such as paving and concrete surface finishing, into the winter season when progress was slowed. The lower efficiency and intermittent nature of work accomplished between stop work orders justify an additional 13 days.

I have therefore granted a 72-day extension of time based on the above. This will leave 13 days and $1,[illegible] liquidated damages in effect. This is a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the July 10 meeting.

cc: C. W. Head
G. H. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Massey
V. E. Skoog
W. E. Schwartz
V. L. Gallagher
Gary Sund

JAB:fw dpy

FORM E-20 (REV 10-60)

ok
HSC

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 6, 1973

SUBJECT: Request for Time Extension
LaGrande Section (UPRR O'Xing)
Contract No. 7681

To: H. S. Coulter
Assistant State Highway Engineer

FROM:
John A. Bond
Construction Administration Engineer

NOTED
H. S. COULTER

Schrader Construction Company has requested a 95-day time extension because of railroad and staking delays at the very beginning of the project, two added orders, and alleged changed footing conditions. The contract time count started January 10, 1972.

Frozen ground conditions and the steep snow-covered ground immediately adjacent to the railroad hindered the staking at this very early stage, but we did not yet have a railroad agreement anyway. You will note the contractor was subsequently given a stop work order from February 13 to February 25 because of the lack of a railroad agreement. The way the contractor subsequently pursued the work, he was involved with the railroad facilities within ten days of his first site operations anyway. In other words, if the staking had not controlled first, the railroad agreement soon would have.

The series of stop work orders on this project has almost reduced it to the calendar workday basis. The Resident Engineer and Region have recommended 55 days extension, but further conversation with the Resident indicates he would favor a little more extension, about as we are recommending. Details of our 72-day recommendation are shown in the attached draft to FHWA. This would leave 13 days and $1,300 in effect. This was an Interstate project. Rough draft letters to all concerned are attached.

JAB:fw
Enc.
cc V. L. Gallagher

72-31

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Memorandum

DATE: June 11, 1973

In reply refer to: 10-35-DA

SUBJECT: Oregon Project I-80N-6(45)256
LaGrande Section (UPRR O'Xing)
Old Oregon Trail Highway
Time Extension

FROM : G. L. Green, Division Engineer
Salem, Oregon

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. H. S. Coulter, Asst State Highway Engr

We concur in extending the contract time 72 days as requested in your June 7, 1973 letter.

RECEIVED
STATE HWY ENGR
JUN 13 '73
REFER TO
Coulter
FOR

Orig. 6-15-73

NOTED
A.E. [illegible]

RECEIVED
JUN 15 1973
Office of
Assistant State Highway Engineer

6-18
Coulter
[illegible]

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 7, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
La Grande Section (UPRR O'Xing)
Old Oregon Trail Highway, Union County
Oregon Project FAP I-80N-6(45)256

The contract for this project was awarded December 21, 1971, with the calendar day count to commence January 10, 1972. The time allowed for completion of the work was 270 calendar days which projected to an anticipated completion date of October 5, 1972. The contractor has requested a 95-day extension of time without assessment of liquidated damages and cites five reasons relating to early staking, railroad conflicts, and added orders.

1. The Resident Engineer was unable to stake the excavation during the first period of contract time due to unsafe working conditions caused by ice and snow. The contractor delayed moving onto the project until the State was able to carry out its field engineering, and an extension of 35 days should be granted for the period from January 10 (start of time count) through February 13, 1972 (start of a "stop work" period because of no railroad agreement). The first stop work order should have included these first 35 days. The first structure work started February 25 at Bent 2 across the river from the railroad, and Bent 5 above the railroad started March 6, only ten days later.

2. On May 1, 1972, the contractor was directed to drill and shoot solid rock encountered two feet above plan elevation when excavating for Bent 2 footing seal. Because of concern for shooting near the railroad, it was determined on May 4 that no blasting would be required, and the contractor was directed to place the seal at the higher elevation where rock was encountered. The contractor should be granted four days extension for this delay.

3. The contractor performed additional work on Bent 3 footing, covered by Price Agreement No. 3, in the amount of $8,977. This work started June 26 and was completed July 10, 1972. Four of these days were not charged due to a stop work order being issued covering the July 4 weekend. An extension should be granted for the remaining eleven days.

4. The location of the bulkhead for the Span 1 deck pour was shown incorrectly on the contract plans. It was not until this bulkhead was in place that the error was discovered, and the placement of deck concrete was delayed while corrections were made under Price Agreement No. 2 in the amount of $196.25. The contractor should be granted a one-day extension for this delay.

As noted above, the contractor could not begin work during the initial 35 days of contract time. The contractor was then issued a stop work order until an agreement between the State and the Railroad could be cleared. By this suspension of work, the contractor was informed that he would be given three days' notice prior to resuming day charges. The contractor was informed by telephone on Thursday, February 24, 1972, that work could be resumed immediately. He was formally notified Friday, February 25, and day charges were resumed that day. The contractor should be granted a three-day extension since no significant work could be accomplished during these days and the State had assured the contractor that he would be given three days' notice.

The total delay to the contract up to the original October 5, 1972, anticipated completion date was 73 days. This is the 54 days detailed above as recommended extension, plus 19 days (rounded off from 18-1/2 actual) covered by stop work orders. A revised anticipated completion date based on this 73-day delay would be December 16, 1972. It is apparent that work required at the end of the project, such as paving and concrete surface finishing, could not be performed as efficiently in the winter as it could have been performed in September and early October.

Sufficient work was performed during the winter months that the complete structure was opened to traffic on February 2, 1973. During the 157-day period, November 22, 1972, to April 7, 1973, the contractor had been issued seven stop work orders covering 103 days due to weather and traffic considerations, leaving 54 days counted during that interval. It would be reasonable to allow part of this for the influence of winter weather and intermittent work. Please refer to the attached chart. We recommend one-third for loss of efficiency, or an additional 18 days.

The contractor effectively completed contract work on April 27, 1973, with 355 days charged, and is currently on a stop work order pending completion of minor extra signing work. Your concurrence in a 72-day extension of time is requested. This would result in assessment of 13 days' liquidated damages at $100 per day. It is anticipated that no further days will be charged to the contract time.

Att.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
W. E. Schwartz
V. L. Gallagher

FRED. S. JAMES & CO.
of Oregon
Insurance Brokers and Consultants Since 1858
BOARD OF TRADE BUILDING · PORTLAND 97204 · (503) 226-7474

October 30, 1972

State of Oregon
Stat Highway Department
P.O. Box 580
La Grande, Oregon 97850

Attention: Mr. H. N. Van Cleave

Gentlemen:

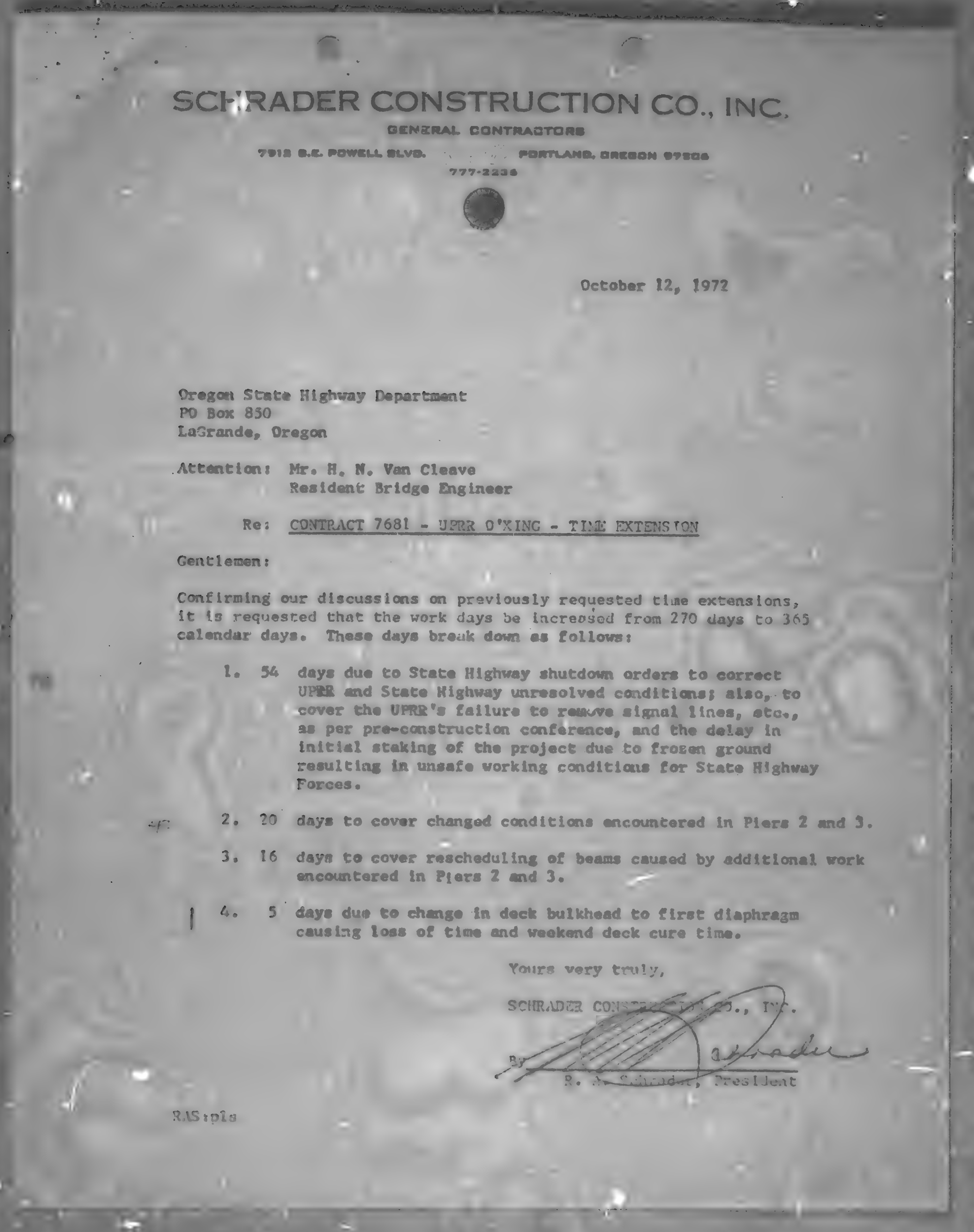
Enclosed please find contractors request for extension of contract executed by Schrader Construction Co., Inc. as Principal and Reliance Insurance Company as surety per your request.

Very truly yours,

C. McAllister
C. McAllister
cm/ mc
Enclosures

cc: Schrader Construction Co., Inc.

[illegible] • NEW YORK • PHILADELPHIA • HARRISBURG • PITTSBURGH • CHICAGO • OKLAHOMA CITY • LOS ANGELES • SAN FRANCISCO • PORTLAND • SPOKANE • SEATTLE • LONDON
INTERNATIONAL SERVICE THROUGH ASSOCIATES IN MAJOR CITIES THROUGHOUT THE WORLD



SCHRADER CONSTRUCTION CO., INC.
GENERAL CONTRACTORS
7912 S.E. POWELL BLVD. PORTLAND, OREGON 97206
777-2236

October 12, 1972

Oregon State Highway Department
PO Box 850
LaGrande, Oregon

Attention: Mr. H. N. Van Cleave
Resident Bridge Engineer

Re: CONTRACT 7681 - UPRR O'XING - TIME EXTENSION

Gentlemen:

Confirming our discussions on previously requested time extensions, it is requested that the work days be increased from 270 days to 365 calendar days. These days break down as follows:

1. 54 days due to State Highway shutdown orders to correct UPRR and State Highway unresolved conditions; also, to cover the UPRR's failure to remove signal lines, etc., as per pre-construction conference, and the delay in initial staking of the project due to frozen ground resulting in unsafe working conditions for State Highway Forces.
2. 20 days to cover changed conditions encountered in Piers 2 and 3.
3. 16 days to cover rescheduling of beams caused by additional work encountered in Piers 2 and 3.
4. 5 days due to change in deck bulkhead to first diaphragm causing loss of time and weekend deck cure time.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

By Schrader
R. A. Schrader, President

RAS:pls

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

10-12-72

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7681 Contractor Schrader Construction Co., Inc.

Highway Old Oregon Trail Highway No. 6

Section U.P.R.R. Overcrossing

Kind of Work Bridge structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

Recommend 72 days for delay in staking during winter weather at start of the project, added work at Bent 2 and Bent 3 footings (P.A. 3), added work at span 1 bulkhead (P.A. 2), short resume work notice in February, 1972, and intermittent nature of 1972-73 winter work.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7681

Project designation I-80N-6(45)256
State-Federal

Date awarded December 21, 1971

Work started February 10, 1972

Per cent completed 97% March 31, 1973
Date

No. of ~~Workdays~~ Calendar Days Allowed 270

No. of ~~Workdays~~ Calendar Days Used 348

No. of ~~Added Workdays~~ Calendar Days Requested 95

[illegible]

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

7

Oregon State Highway Commission
Salem, Oregon 97310

Date October 12th 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 270 days to 365 days, within which to complete our Contract No. 7681, without the assessment of liquidated damages. The said contract is described as follows: Union Pacific Railroad Overcrossing

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See breakdown of days per letter of October 12, 1972, to the Resident Bridge Engineer.

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC.

By Schrader

CONSENT OF SURETY

Date October 30, 1972

We, Reliance Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Reliance Insurance Company
Attorney-in-fact
Carol A. McAllister (SEAL)

Resident Agent
Fred. S. James & Co.
Bd of Trade Bldg., Portland, Oregon

LA GRANDE SECTION (UPRR O'XING)
CONTRACT NO. 7681

Date Bids Opened	December 16, 1971
Date work started	February 10, 1972
Date work completed	
Specified completion	270 calendar days
Day count started	January 10, 1972

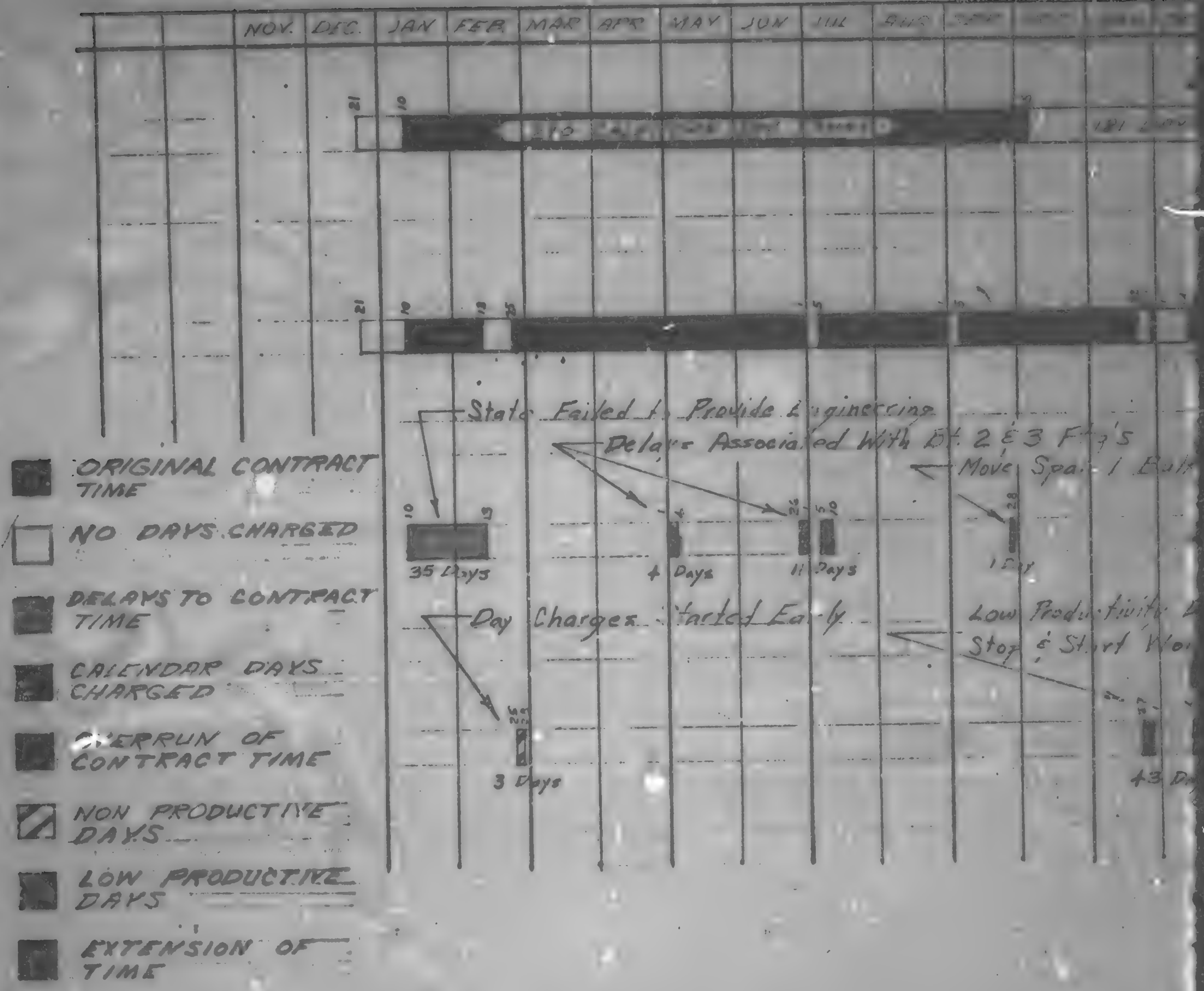
Stop Time

Stop	February [illegible], 1972	Resume	February February 25, 1972	= 11 days
	June 30, 1972		July 5, 1972	= 4 days
	September 1, 1972 (noon)		September 5, 1972	= 3-1/2 days
	November 22, 1972		November 27, 1972	= 4 days
	December 1, 1972		December 14, 1972	= 12 days
	December 22, 1972 (noon)		December 26, 1972	= 3-1/2 days
	December 29, 1972 (noon)		January 15, 1973	= 16-1/2 days
	February 9, 1973		March 5, 1973	= 23 days
	March 9, 1973		April 16, 1973	= 39 days
	April 18, 1973		April 23, 1973 (noon)	= 4-1/2 days
	April 27, 1973	Work has not resumed. Time to date		= 39 days (5-5-73)
		Total to date		= 160 days 2 days (Adjustment)
				162

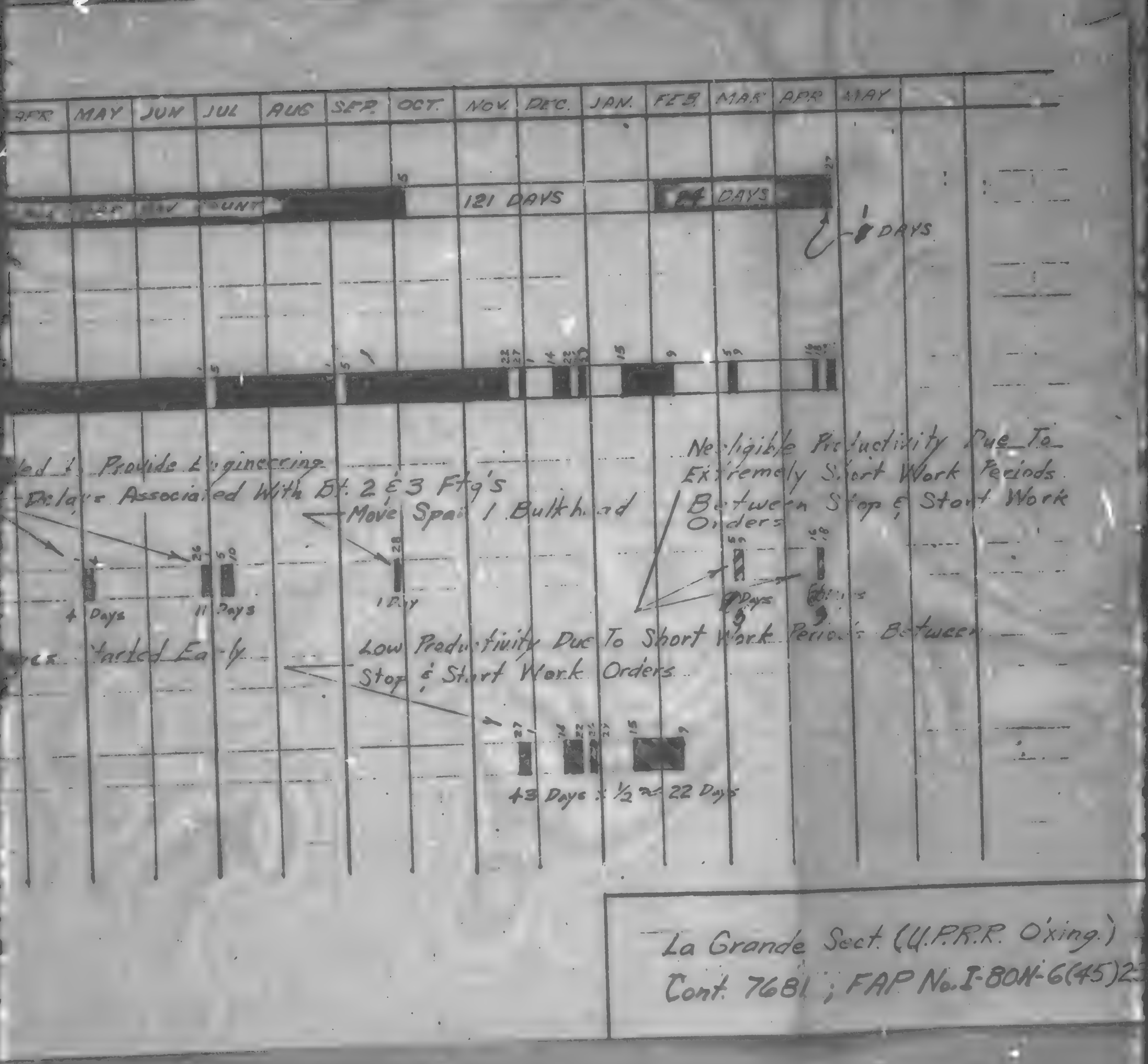
Time: Start 1-10-72) 513 days
To date 5-5-73) - 162 Stop time
355 days over

355 days over
-270
85 days

85 days @ $100 per day = $8,500



NOV.
DEC.
JAN
FEB.
MAR
APR
MAY
JUN
JUL
AUG
SEP
21
10
210 CALENDAR DAYS
181 Days
21
10
13
25
State Failed to Provide Engineering
Delays Associated With Pt. 2 & 3 Ftg's
Move Spa 1 Bul
10
13
35 Days
4
4 Days
26
5
10
11 Days
28
1 Day
Day Charges Started Early
Low Productivity
Stop & Start Wo
3 Days
27
43 Da
ORIGINAL CONTRACT TIME
NO DAYS CHARGED
DELAYS TO CONTRACT TIME
CALENDAR DAYS CHARGED
OVERRUN OF CONTRACT TIME
NON PRODUCTIVE DAYS
LOW PRODUCTIVE DAYS
EXTENSION OF TIME



La Grande Sect. (U.P.R.R. O'xing.)
Cont. 7681 ; FAP No. I-80N-6(45)2

4778

FILED
MAR 26 1973
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
3-30-73 Ko

OREGON STATE
HIGHWAY DIVISION

7682

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 23, 1973

Ferguson and Burdell
Law Offices
929 Logan Building
Seattle, Washington 98101

Attention: Bruce P. Babbitt

Gentlemen:

This is to acknowledge your letter of March 17 enclosing a claim from Tri-M Erectors, Inc., for $1,814.23 for reinforcing steel supplied to Schrader Construction Company, Inc.

This appears to be in reference to Contract No. 7681 with Schrader Construction Co., Inc., for the Union Pacific Railroad Overcrossing on the La Grande Section of the Old Oregon Trail in Union County.

The surety on this contract is Reliance Insurance Company, 700 N. E. Multnomah, Portland, Oregon 97232. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
By R. M. GRAHAM
R. M. Graham, Assistant Secretary

RMG:fkm
cc Tri-M Erectors, Inc.
Schrader Construction Co., Inc.
Reliance Insurance Company
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

WM. H. FERGUSON
CHARLES E. BURDELL
WM. W. [illegible]
DONALD McL. DAVIDSON
EDWARD [illegible] JR.
THOMAS J. GREENAN
HENRY W. DEAN JR.
WILLIAM B. MOORE

C. DAVID SHEPPARD
W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. McGOWAN

March 17, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: **Tri-M Erectors, Inc.**

Gentlemen:

Enclosed is Tri-M Erectors, Inc.'s Claim of Lien for its placing of reinforcing steel for Schrader Construction Company, Inc., general contractor on State Highway Contract No. 7681. This contract was on the La Grande Section of the Old Oregon Trail in Union County, Oregon.

I would appreciate it if you would send me acknowledgment of your receipt of the enclosed Claim of Lien.

Very truly yours,

FERGUSON & BURDELL

By: Bruce P. Babbitt

BPB:jcs
Enclosure

RECEIVED
[illegible]
STATE HIGHWAY [illegible]

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, Tri-M ERECTORS, INC., has a claim for the placing of reinforcing steel placed by it in the sum of One Thousand, Eight Hundred Fourteen Dollars and Twenty-Three Cents ($1,814.23) against the bond taken from SCHRADER CONSTRUCTION COMPANY, INC., an Oregon corporation, as principal, and RELIANCE INSURANCE COMPANY, a Pennsylvania corporation, as surety, for the work of grading and paving, bridge construction and installation of roadway illumination on the La Grande Section of the Old Oregon Trial in Union County, Oregon, being State Highway Contract No. 7681.

DATED March 15, 1973.

TRI-M ERECTORS, INC.

By: ______________________
Bruce P. Babbitt, Attorney
and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place So.
Kent, Washington

**OREGON STATE
HIGHWAY DIVISION**

7681

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO [illegible], Acting Division Engineer DATE February 2[illegible], 1973
R. [illegible], Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. I-80N-6(45)256

SUBJECT Request Change Order Approval

Contract 7681, Extra Work Order No. 2

Project La Grande

Highway 011 Oregon Trail

County Union

This Order covers the cost of furnishing and installing signs, fencing and guide posts which were omitted from the contract plans but are necessary for the completion of the project. The existing signs are substandard and must be replaced. Additional fencing is required to complete the existing fencing on the [illegible] Section. Guide posts are necessary throughout the project to provide safety delineation of the highway.

A copy of the Engineer's letter is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 30, 1973.

Your approval as of January 30, 1973 is requested.

Attach.

[illegible]:pr

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cc: OSHD (A E Johnson)
Region
Wash DC

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

11-14-72

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

76

REGION NO. 10	REPORT NO. 26	COUNTY Union	DIVISION Oregon
DATE OF INSPECTION 11/14/72	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. I-80N-6(42)256
IN COMPANY WITH unaccompanied			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Unsatisfactory	TIME ELAPSED 135 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(*Not applicable for all contacts.)

COPY SENT
NOV 28 1972
REGIONAL OFFICE

LA GRANDE SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, Structures, and Signing

The project is completed in reasonable compliance with the plans and specifications. Acceptance is recommended.

RECEIVED
STATE HWY ENGR
NOV 29 72
REFER TO

OK 11-29-72

11-29-72
Johnson
cy Young

FORM PR-
(REV. 8-)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
NOV 6 - 1972
FOR FILING

7681

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

November 6, 1972
Salem, OR 97210

SUBJECT: Right of Way File 43722
PUX 719 SXF 479
Construction Agreement
Grand Ronde River & UPRR O'xing
La Grande Section
Old Oregon Trail Highway
Union County

To: C. W. Head
Secretary
State Highway Commission

BUILDING

The State's original fully executed counterpart of the above captioned agreement has been handed to Velda DeGuire for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

The Bridge and Construction Sections will be required to adhere to Section 2, 3, 5, 6 and 7 of the agreement pertaining to the construction to be performed by our contractor and by railroad forces.

The Maintenance Section will be required to adhere to Sections 4, 5, 6 and 7, should any future maintenance of the highway require work by a contractor.

The Accounting Section will ultimately be required to audit and pay the bill for work performed by railroad forces set forth in Section 3 and Exhibit "B" of this agreement and the Bridge Division will be required to approve this bill before the Accounting Section performs its audit.

The Section Heads should review this agreement and acquaint themselves with the responsibilities their section must bear in fulfilling this agreement.

T. W. Litchfield
Railroad and Utility Engineer

TWL:jly

Att.

cc:	F. B. Klaboe	
	C. T. Keasey	w/att.
	R. N. Bothman	w/att.
	W. J. Hart	w/att.
	V. E. Skoog	w/att.
	R. N. Chase	w/4 att.
	J. L. Sollis	w/att.
	W. E. Schwartz	w/att.
	H. N. Van Cleave	w/att.
	H. W. Gerlach	w/att.

NOTED
C. W. HEAD

RECEIVED
AUG 16 1972
UTILITY UNIT
FOR FILE

7681

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

August 16, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Permanent Location of Communication
and Signal Lines
UPRR Overcrossing
Old Oregon Trail Highway
Union County
Project No. I-80N-6(45)256
Your File: D 315 - 2 - 77

Gentlemen:

This is in reply to your letter dated July 27, 1972 concerning the permanent location of your signal and communication lines on the above captioned project. We have examined their position in the field which conforms approximately to that shown in purple on your Exhibit "A", dated September 16, 1972, which accompanies the Railroad-Union County-State Agreement, dated May 3, 1972, as "temp. location comm. lines".

The position of these lines is acceptable to the State and the Federal Highway Administration and you may leave them in their present position. Upon completion of construction, an "as constructed" drawing will be prepared and a permit issued to cover this installation.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: G. L. Green - FHWA w/copy of UP letter
F. B. Klaboe "
A. E. Johnson "
L. H. Young "
R. P. Hamilton "
C. T. Keasey "
W. J. Hart "
W. E. Schwartz "
H. N. Van Cleave "
H. W. Gerlach "

NOTED
F. B. KLABOE

RECEIVED
AUG 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 8979
PORTLAND, OREGON 97208

July 27, 1972

D 315 - 2 - 77

Souting
Keasey — RECEIVED — Poese
Bond — JUL 3 1 1972 — Glenn
Walker — Litchfield
Johnson — CONSTRUCTION SECTION — Bara
ROUTED

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Attention: T. W. Litchfield
Railroad & Utility Engineer

Re: Project No. I-80N-6(45)256
UPRR Overcrossing
West LaGrande

Dear Sir:

Agreement dated May 3, 1972 between the Railroads, the State of Oregon and Union County, covering the above-captioned project, provides for temporary and permanent relocation of the railroad's signal and communication pole lines in the vicinity of the above-captioned overcrossing.

At the present time our communication and signal lines have been combined on the same poles in the "temporary" location, more or less as indicated by purple coloring on the Exhibit "A" print dated September 16, 1971 which accompanies the May 3, 1972 agreement.

It is requested that the State consider the possibility of retaining our signal - communication pole line in its present "temporary" location rather than relocating same, following construction, to the location indicated by dashed black on the Exhibit "A" print. This would save the State approximately $4,900 in relocation costs.

Please advise.

Yours very truly,

R. B. Hardin

R. B. Hardin

UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7681

July 12, 1972

Union Pacific Railroad Company
P. O. Box 8979
Portland, Oregon 97208

ATTENTION: Mr. R. B. Hardin

Re: Excavation at Bent #3
UPRR Overcrossing
Old Oregon Trail Highway
Union County
Project No. I-80N-6(45)256

Gentlemen:

This is in reply to your letter dated July 6, 1972, wherein you request that we excavate the rock at Bent #3 on the above captioned structure by some means other than blasting.

This is to advise that the excavation has been completed by the use of a hydraulic rock splitter and the footing has been poured.

No further excavation will be necessary in this area.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: A. E. Johnson w/copy of UP letter
W. J. Hart "
C. T. Keasey "
W. E. Schwartz "
H. N. Van Cleave "
H. W. Gerlach "

NOTED
A. E. JOHNSON

RECEIVED
JUL 12 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. BOX 6979
PORTLAND, OREGON 97208

July 6, 1972

D 315 - 2 - 77

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Building
Salem, Oregon 97310

Attention: T. W. Litchfield
Railroad and Utility Engineer

Re: UPRR Overcrossing
Old Oregon Trail Highway - Union County
Project No. I-80N-6(45)256 - Contract #7681
LaGrande

Dear Sir:

It is my understanding that your contractor, Schrader Construction Co., Inc. has encountered solid rock prior to reaching the required elevation for the bottom of Bent #3 on the above-captioned overcrossing structure.

Although the State's specification as written allows the contractor the option of blasting, it is respectively requested that some other means of rock removal be utilized in this particular instance. Bent #3 is located in the Grande Ronde River at the toe of our embankment and we are concerned that any blasting at this location could conceivably create an unstable condition which would jeopardize our operations.

Please advise if it would be possible for your contractor to remove the rock at Bent #3 by other means.

Yours very truly,

RB Hardin

R. B. Hardin
Superintendent

cc: Mr. H. N. VanCleave
P. O. Box 850
LaGrande, Oregon 97850

Routing
Keasey
Bond
Walker
Johnson

RECEIVED
JUL 11 1972
CONSTRUCTION
SECTION

E
Pease
Glenn
Litchfield
Berg

RECEIVED
[illegible]

FOR FILING

Salem, Oregon
May 22, 1972

RAILROAD COMPANIES
FILE No. [illegible]

Agreement

Mr. C. T. Kessay
Construction Engineer

Attention: Ted Litchfield

Attached for further handling are three copies of an agreement with Union Pacific Railroad Company, Union County and the Oregon State Highway Commission covering the reconstruction of the eastbound exit ramp [illegible] and the Interstate [illegible] overcrossing [illegible] the Railroad main line right-of-way and tracks at [illegible].

Please have the Railroad Company date and sign this agreement. I assume you will send Union County a fully executed copy when the agreement is signed by the Railroad. We have retained a xerox copy until a fully executed is returned for the Commission's files.

Floyd Query, Secretary

fkn
Att.

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. Box 8979
PORTLAND, OREGON ~~97227~~
97208

APRIL 4, 1972

File Ref.
D 315 - 2 - 77

Mr. George M. Baldwin,
Administrator of Highways
Oregon State Highway Division
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Railroad and Utility Engineer

Routing
Kessey
Bond
Walker
Johnson
RECEIVED
APR 7 1972
CONSTRUCTION
SECTION
Pease
Glenn
Litchfield
Berg

Dear Sir:

Project I-80N-6(45)256,
State Contract No. 7681

This is to advise that at approximately 4:15 PM on April 3, 1972 the State's Contractor, Schrader Construction Co., Inc., set off a dynamite blast at Railroad Milepost 286.66, LaGrande, Oregon, incidental to the above-captioned State Highway contract, causing a great amount of damage to our joint signal-communication pole line and CTC code line circuits. Disruption of these important facilities resulted in delays of 30 mins. each for two trains and 25 mins. delay for a third train.

It is apparent that the State's Contractor was ill-advised or elected to disregard the requirements for blasting procedure detailed in Section 105.14 of the Special Provisions. Subsection (c) of Section 105.14 requires that every shot shall be adequately matted or blanketed to completely contain the blasted material. It is my understanding that the shot "blew out" and deposited material a considerable distance across the river. It might also be well to check the credentials of the "Qualified Explosives Engineer" required in Subsection (a) of the same Section of the Special Provisions. The results of this blast vividly illustrate our concern insofar as blasting in the vicinity of our right of way. This concern was expressed to your field personnel by our Division Engineer, Mr. G. W. McDonald on March 30 and 31. Mr. McDonald was assured at that time that adequate precautions would be taken as prescribed by the Special Provisions of the subject contract. You will agree, I am sure, that experiences such as this do not tend to increase our confidence in the manner in which your projects are handled.

A bill covering the costs incurred by the Railroad in connection with this damage, will be presented as soon as possible.

Will you please acknowledge receipt of this letter.

Cordially yours,

R. B. Hardin,
Superintendent

cc:
Schrader Construction Co., Inc.
7912 S. E. Powell Blvd.
Portland, Oregon

Dooly & Co., Inc.,
Fred S. James & Co.
Board of Trade Bldg.
Portland, Oregon 97204

4-5-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cc: OSHD (Johnson)
Region
Wash DC

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No. 10	Report No. 1	County Union	Division Oregon
Date of Inspection 4/4/72	Inspection Made By R. A. Nichols, Area Engineer		Project No. I-80N-6(45)256

In Company With
C. O. Frederickson, Reg Br Engr, OSHD; H. N. VanCleave, Res Engr, OSHD.

Location
The project is located on the EB offramp of the West LaGrande Interchange about 1 mile northwest of LaGrande, Oregon.

Contractor Name and Address
Schrader Construction Co., Inc., Portland, Oregon

Award Date 12/21/71	Contract Amount $490,850.00	Time Allowed 270 CD	Time Started 1/10/72	Work Started 2/10/72
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed 72 %	Work Completed 20	

Roadbed (Width) 26' (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Asphaltic Concrete	6201	---	---	---	---

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
Prestressed PCC Bulbtee Beams, PCC Deck	X381	---

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

5-11-72

NOTED
JOM EDWARDS

UPRR O'XING
LaGRANDE SECTION
OLD OREGON TRAIL HIGHWAY
Grading, Paving, and Structures

1. Completed Work

The rock in the cut was shot and partially excavated.

The excavation for the footing of Bent #4 had been excavated so the footing was well keyed into the rock. The hole was partially filled when the cut was shot.

Excavation for Bents 1 and 2 - 50% complete.

COPY SENT
MAY 8 1972

COPY SENT
MAY 8 1972
REGIONAL OFFICE

(more)

REPLACES PR 33A(1) REV STATE WHICH WILL NOT BE USED

2. Work-in-Progress

The shot material was being removed from the cut.

3. Comments and Recommendations

The rock in the cut at Sta. 47+75 to 49+00 was shot the morning of April 3. It did not act as anticipated and the material was propelled horizontally instead of just lifting. The flying material sheared off railroad communication pole lines, covered the railroad tracks and the WB onramp.

The railroad communication lines were temporarily repaired by evening. The material on the tracks and WB onramp was quickly removed.

No materials on which listing is required has been incorporated into the work.

The specification requirements concerning project identification and labor notices have been complied with.

The writer did not observe any person belonging to the minority races on the project.

[illegible]
MAY [illegible] 1972
[illegible]

FOR FILING

[illegible])256
9681

[illegible]X719

February 17, 1972

Oregon State Highway Commission

Gentlemen:

On the agenda for the February 22 meeting will be an agreement among the Union Pacific Railroad Company, the State, and Union County providing for the construction of the Grande Ronde River and Union Pacific Railroad overcrossing on the Old Oregon Trail Highway at Orodell west of La Grande.

The agreement grants the State an easement to construct this structure over the railroad and requires the County to relinquish its interest in the easement granted by the railroad to the State and County on November 13, 1923, which provided for the construction of the existing structure.

The agreement also provides for the State to reimburse the Railroad for all expenses it incurs as a result of this construction, which include preliminary engineering, temporary and permanent communication and signal line adjustments, and railroad protective costs. The adjustment of railroad facilities is estimated to cost$21,163 and the protective costs are estimated to be $20,000.

The State is to take the usual precautions during the course of construction to prevent damage to the railroad and these obligations have been passed on to the contract. The agreement has been approved by the Federal Highway Administration. I recommend your approval.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
F. D. Morgan
V. E. Skoog
T. W. Litenfield
W. E. Schwartz
L. H. Young

STATE COPY

Form Approved; O.M.B. No. 04-R2080

MONTHLY TRANSACTION NO. [illegible] 1-81	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 7	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* [illegible]	COUNTY Union
		PROJECT NO. I-80N-6(45)256

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 0.6 mi. N.W. La Grande (La Grande Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	✓	▨
RIGHTS-OF-WAY		
CONSTRUCTION		▨
OTHER (Specify)	7-7-71	0.00

FUNDS

Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 566,775	$ 522,906

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer JAN 20 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal-Aid
Project No. I-80N-6(45)256

LA GRANDE SECTION (UPRR O'XING)

OLD OREGON TRAIL HIGHWAY, UNION COUNTY

Salem, Oregon, January 12, 1972

Project Agreement Estimate.

Type Code X381
Structure Br. #8431A (Sta. "EB" 45+00)

Roadway

Temporary Protection and Direction of Traffic	All Required		$ 19,000.00
Clearing and Grubbing	All Required		5,000.00
Removal of Structures and Obstructions	All Required		6,000.00
General Excavation	10,000 cu.yd.	2.50	25,000.00
Finishing Roadbed and Slopes	All Required		4,000.00
Obliteration of Roadway	All Required		2,000.00
Watering	50 M-gal.	3.00	150.00
Coarse Aggregate Base	1,640 cu.yd.	5.00	8,200.00
3/4" - 0 Aggregate Base	400 cu.yd.	7.00	2,800.00
Class "B" Asphalt Concrete	1,340 ton	16.00	21,440.00
Reinforced Concrete Bridge End Panels	130 sq.yd.	25.00	3,250.00
Guard Rail, Type 2A	1,050 lin.ft.	7.00	7,350.00
Loose Riprap, Class 100	240 cu.yd.	8.00	1,920.00
Loose Riprap, Class 700	240 cu.yd.	10.00	2,400.00
Roadway Illumination Installation, Complete	All Required		10,000.00

Structure

Bridge Removal Work	All Required		36,000.00
Shoring, Cribbing, Etc.	All Required		30,000.00
Structure Excavation	1,100 cu.yd.	8.00	8,800.00
Structure Excavation Below Elevation Shown	100 cu.yd.	10.00	1,000.00
Furnish Steel Piling	670 lin.ft.	5.00	3,350.00
Drive Steel Piles	18 only	200.00	3,600.00
Splice Steel Piles	4 only	50.00	200.00
Class A Concrete (1,015 cu.yd.)	All Required		128,000.00
Seal Concrete	300 cu.yd.	70.00	21,000.00

125'/130' Bulb Tee Prestressed Beams	12 only	5,300.00	63,600.00
130'/135' Bulb Tee Prestressed Beams	3 only	5,300.00	15,900.00
Reinforcement (229,900 lb.)	All Required		40,000.00
Two Tube Metal Railing	910 lin.ft.	18.00	16,380.00
Deck Seal	1,450 sq.yd.	2.00	2,900.00
8-inch Culvert Pipe	130 lin.ft.	5.00	650.00
1 1/4-inch Electrical Conduit	480 lin.ft.	2.00	960.00
			$490,850.00
Flagging (60% of Contractor's Cost)	All Required		$ 3,750.00
Railroad Protective Costs	All Required		20,000.00
Permanent Pavement Striping	All Required		100.00
Stage Construction Striping	All Required		50.00
Temporary Erosion Control	All Required		500.00
			$ 24,400.00
	Subtotal		$515,250.00
	10% Engr. & Cont.		51,525.00
	Total		$566,775.00

Length of Project - - - 0.00 Mile

Retained in Program Status

Class 50 Riprap at Bridge End	All Required	$ 1,000.00
	Subtotal	$ 1,000.00
	10% Engr. & Cont.	100.00
	Total	$ 1,100.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Structure	$566,775.00	$522,906.00	$ 43,869.00
Retained in Program	1,100.00	1,014.00	86.00
	$567,875.00	$523,920.00	$ 43,955.00

Work by UPRR	All Required	*$ 30,000.00

*Work as listed will be charged to Project No. I-80N-6(32)256.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7681

Prefix - 631-1072

LA GRANDE SECTION

Nonparticipating - State Work

State's Responsibility for Damages	All Required	$ 1,000.00

RAILROAD PROTECTIVE COST - LA GRANDE SECTION

ORO DELL O'XING

Full Flagging Crew for 3 Months, Headquarters: La Grande

Engineer-Inspector for 7 Months, Headquarters: Portland

Section Foreman @ $4.34/hour		
$4.34 x 8 hours x 21 days x 3 months	= $ 2,187.36	
Section Laborers @ $3.58/hour		
2 x $3.58 x 8 x 21 x 3	= 3,608.64	
	$ 5,796.00	
Payroll Additives 32%	= 1,854.72	
Total Flagging Crew	$ 7,650.72	
Engineer-Inspector @ $980/month		
$980 x 7	= $ 6,860.00	
Payroll Additives 32%	= 2,195.20	
	$ 9,055.20	
Expenses @ $25.00/day (Includes Equipment Rental)		
$25 x 21 days 7 months	= $ 3,675.00	
Total Engineer-Inspector	$12,730.20	
Total Railroad Protective Cost -		$20,380.92

State will stand $20,000 RR Protective Cost.

January 14, 1972

Schroeder Construction Co., Inc.
[illegible]
Portland, Oregon [illegible]

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. [illegible] for the Union [illegible] [illegible] on the La Grande [illegible] of the Old Oregon Trail in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc [illegible] Insurance Co.
[illegible] Building
Portland, Oregon [illegible]

Frank Morgan
L. R. [illegible]
[illegible] Gallagher
Walter [illegible]
Wendell [illegible]
H. E. [illegible]

RECEIVED
JAN 3 - 1972
FOR FILING

[illegible]
7681

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
December 30, 1971

SUBJECT: UPRR Overcrossing
LaGrande Section
Old Oregon Trail Highway
Union County
Contract No. 7681

To: Mr. H. S. Coulter
Region Engineer
P. O. Box 850
LaGrande, Oregon 97850

Attached you will find a copy of a letter from the Union Pacific Railroad Company, dated December 27, 1971, wherein they request our contractor advise the Railroad at least 48 hours prior to performing any work in the vicinity of railroad facilities.

Please advise the contractor and follow this procedure on this project.

The construction plans returned with this letter were approved by the Railroad without comment, and are being transmitted to the Bridge Section with a copy of this letter.

F. D. Morgan
Construction Engineer

By
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: R. E. Simpson w/copy of UP letter
F. B. Klaboe "
L. H. Young "
I. D. Merchant " and approved construction plans
F. L. Hall "
H. N. Van Cleave "
H. M. Fillmore "

RECEIVED
DEC 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

P. O. Box 8979
PORTLAND, OREGON 97208

December 27, 1971

D 315 - 2 - 77

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Revised Construction Plans
UPRR Overcrossing
La Grande Section
Old Oregon Trail Highway
Project No. I-80N-6(45)256

Attention: Mr. T. W. Litchfield,
Railroad and Utility Engineer

Dear Sir:

Reference is made to your letter of December 2, 1971, with which you enclosed revised construction plans and specifications for the above captioned project.

One set of the plans bearing approval on behalf of the Railroad's Chief Engineer is enclosed. The specifications have also been reviewed and approved subject to inclusion of the following:

> "The Contractor shall notify the Railroad a sufficient time in advance, and not less than forty-eight (48) hours, whenever work is to be performed in the vicinity of Railroad facilities in order that proper protection may be provided."

The above should be inserted after the first paragraph of item (b) - Railroad Requirements, under Sub-section 107.24 on page 7 of the Special Provisions.

Will you please arrange for this addition to the specifications.

Yours very truly,

R B Hardin

R. B. Hardin
Superintendent

enc.

Order No. 71-726

Crossing No. 2A-288.65-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-479

In the Matter of the Application of
the State of Oregon, by and through
its State Highway Commission, for the
authority to construct an overcrossing
structure over the tracks and right of
way of the Oregon-Washington Railroad
and Navigation Company, Union Pacific
Railroad Company, Lessee, known as the
Grande Ronde River Overcrossing Project
in the Southeast Quarter of the Southeast Quarter, of Section 36, T. 2 S.,
R. 37 E., W. M., Union County, Oregon

ORDER

On October 22, 1971, the State of Oregon, by and through its State Highway Commission, duly filed a petition with the Commissioner seeking to amend Commissioner's Order 46044, issued on July 11, 1969. In reality, petitioner is seeking to substitute a new order for Order 46044. Therefore, the effect of this order will be to render Order 46044 null and void and to authorize the construction of the overcrossing project.

Order 46044 authorized construction of an overcrossing structure above grade over the tracks and right of way of Union Pacific Railroad Company near LaGrande, Union County, Oregon.

Copies of the petition were duly served upon the Union Pacific Railroad Company and Union County Board of Commissioners.

By answer dated November 17, 1971, Union Pacific Railroad Company, respondent, asked for certain changes in the petition.

By letter dated November 30, 1971, petitioner agreed to the changes requested by respondent.

Due consideration has been given to all representations in the petition and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Order No. 71-726

Based upon the application and files of the Commissioner, it is found that the petition should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Commissioner's Order 46044 is null and void.

(2) The authority to construct the overcrossing as requested herein is hereby granted.

(3) Petitioner shall construct and maintain the overcrossing structure and all highway appurtenances thereto, and bear all the costs thereof.

(4) Petitioner shall remove the existing overcrossing structure and bear all the costs thereof.

(5) Union Pacific Railroad Company shall maintain the railroad tracks and appurtenances at its own expense.

(6) Railroad shall, subject to reimbursement by applicant

(a) furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction; and

(b) if necessary, remove and protect its signal and communication lines during the same period and replace in final location upon the completion of construction.

Made, entered and effective DECEMBER 23 1971.

Diarmuid F. O'Scannlain
Public Utility Commissioner

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 23, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(-)256
LaGrande Section
Old Oregon Trail Highway

The landscaping plan for the Wallowa Lake Interchange submitted with Mr. F. B. Klaboe's December 21 letter is approved.

NOTED
F. B. KLABOE

12-27-71
REFERRED TO
Hall - Young
BY ASST. STATE ENGR

NOTED
TOM EDWARDS

RECEIVED
DEC 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

FOR FILING

Dec 21 [illegible]

1971

December 21, 1971

[illegible] Construction Co., Inc.
[illegible]
[illegible], Oregon [illegible]

Gentlemen:

The State Highway Commission on December 20, 1971, accepted your proposal on the [illegible] Section of the [illegible] Road in [illegible] County for the sum of [illegible] and [illegible] the State Highway Engineer with authority to award the contract as soon as the Federal Highway Administration approves the project.

Approval was received and the State Highway Engineer today awarded you the project which has been assigned Contract No. 7[illegible].

Contract forms are being prepared and will be mailed to you for execution.

You are reminded of the requirements included in the [illegible] for [illegible]. The [illegible] paragraph of the [illegible] that you must receive approval of ". . . . the method of [illegible] to be [illegible] . . . ." before you can commence construction. This can be [illegible] of the pre-construction conference but no work can be started until this matter is resolved.

Very truly yours,

[illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

bl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
F. D. Morgan
I. D. Merchant
L. E. Young
E. S. Coulter
Attn: [illegible] Gallagher
E. N. Van Cleave
William Geibel (SAIF)

Don [illegible]

RECEIVED
DEC 2 1971

FOR FILING

OREGON STATE
HIGHWAY DIVISION

I-80N-6(BE)256

HIGHWAY BUILDING • SALEM, OREGON • 97310

7681

December 16, 1971

Mr. Timothy Ellis
(UCEC EOC*OSPIRG)
1103 Spring #5
La Grande, OR 97850

4628

Dear Mr. Ellis:

We have your letter of November 29, expressing your concern over possible damage to the Grand Ronde River through La Grande, as a result of I-80N construction activities. It is assumed that the section of the river you refer to is the rerouting of the channel necessary to accommodate the roadbed.

We have not been able to uncover any evidence that the contractor had filed an environmental impact statement with us; however, since a statement is lacking, we offer the following concerning our involvement with the channel.

In order to reduce (if not eliminate) probable damage, a comprehensive study of the hydraulics was made and a channel design conceived so that adverse impacts would be minimized -- not only in the channel change itself, but also in the reaches of the river upstream and downstream from the construction area. Flow characteristics were carefully analyzed so that when the new channel is in place, upstream and downstream flows would remain virtually the same at all stages of the river as they were before the construction. It is our belief that the new channel will be an improvement over the capabilities of the old channel -- particularly at flood stage. Some time ago, Union County had expressed concern with the channel change and its probable effect upon the water resources of the area. Along this line, they had asked the Corps of Engineers (Walla Walla District) to review our channel design, who, in turn, concurred with our design.

We were also aware of the fish population in the river and to protect this resource, the Fish and Game Commissions were consulted and their ideas were utilized in a design that would best serve this need. In addition, control of siltation and other forms of pollution during construction is covered in our contract specifications in harmony with state regulations governing water quality.

We too, are concerned about the aftermath of our construction activities and we take every step to assure that adverse conditions do not become a reality. We hope this information will have some value to you. If you have any questions concerning specific details of our design, please do not hesitate to write.

We appreciate your concern for the environment.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Program and Planning Engineer

WHT:dg

bc F. B. Klaboe

REFERRED TO
BY SECRETARY

1103 Spring #5

LaGrande, Oregon 97850

November 29,1971

Oregon State Highway Department

Salem, Oregon

Dear Sir:

The Union County Environmental Council and the Eastern Oregon College Student Public Information Research Group have become interested in exploring possible damage to the Grande Ronde river as a result of the construction of highway I-80 (LaGrande bypass section).

Before any action is taken, we would like to a have copie(s) of the Environmental Impact Statement(s) filed with you by the contractor Gordon Ball.

If the State highway department could supply us with such information, or direct us to another source, it would be very much appreciated.

Sincerely,

Timothy Ellis.

NOTED
R. D. ASBURRY

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DEC 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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STATE HIGHWAY

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DEC 6 1971
PROGRAM & PLANNING
DIVISION

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DEC 3 - 1971
FOR FILING

SON 4(45)256
7681

December 3, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken December 16, 1971 on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Stafford Road Interchange, Pacific Highway.
   Illumination Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Neil Creek Section, Pacific Highway.
   Slide Correction Project

   No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

3. Sandy River-Multnomah Falls Section, Columbia River Highway.
   Safety and Overlay Project

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

4. Arlington Interchange Section, Columbia River Highway.
   Landscape Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

5. Deadmans Pass Safety Rest Area, Old Oregon Trail Highway.
   Rest Area Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

6. Meacham-Hilgard Interchange, Old Oregon Trail Highway.
   Safety and Overlay Project

   No footpaths or bicycle trails planned for this project because of its isolation and the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

7. La Grande Section, Old Oregon Trail Highway.
   Structure Project

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

8. Unit A, Portland City-wide Traffic Signals, Various City Streets.
   Traffic Signal Project

   Footpaths and bicycle trails will not be established under this project as per Section 2(2)(c), which states that footpaths and

trails are not required to be established where "...other available ways or other factors indicate an absence of any need for such paths and trails."

9. Powell Boulevard at Hood Avenue (Gresham), Mt. Hood Highway.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

10. SW 72nd Avenue-SW Greenburg Road (Tigard) Section, Pacific Highway West.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

11. Cascade Highway at Pearl Street & Warner Milne Road (Oregon City), Cascade Highway.

Sidewalks are being provided on this project.

12. Pilot Butte Canal (Deschutes Station) Bridge Section, FAS 325.
Structure Project.

No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

13. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway.

This is a project to construct a bicycle route.

If you have any question or wish to make any change in the concept as outlined, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
Victor Wolfe

DES:mc kw

12-1-71

FORM PR-1240
(REV. 3-67)

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1-80N-6(45)256

STATE PROJECT NO.: LaGRANDE (UPRR o'xing)

COUNTY NAME: UNION

PROGRAM STAGE (Check): ☐ 1 ☒ 2

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-622

TO:

I-80N-6(45)256
7681

12-6-71
Young

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED JULY 7, 1971	DATE AUTHORIZATION EFFECTIVE NOVEMBER 12, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N	STATE ROUTE NUMBER OREGON TRAIL HIGHWAY ROUTE 6

LIMITS OF AUTHORITY

THE AUTHORIZATION TO PROCEED WITH CONTRACTOR'S FLAGGING, RAILROAD PROTECTIVE SERVICES, EROSION CONTROL AND PAVEMENT STRIPING WAS GRANTED IN OUR JULY 7, 1971 PS&E AUTHORIZATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

REVISED PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE REVISED TITLE SHEET IS RETURNED HEREWITH.

THIS PROJECT WAS ADVERTISED JULY 7, 1971 FOR BID OPENING OF JULY 29, 1971 AND THIS OFFICE CONCURRED IN REJECTING ALL BIDS AT THIS OPENING AUGUST 4, 1971.

ROUTED
R. R. [illegible]

ROUTED
TOM EDWARDS

DATE 12-1-71	SIGNATURE OF APPROVING OFFICIAL	TITLE FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. [illegible]
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA K. SORENSEN
ASSISTANT ATTORNEYS GENERAL

RECEIVED
1971
FOR FILING

[illegible] (45) 6
7681

November 30, 1971

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Bldg.
Salem, Oregon 97310

Attention: Don Haakenson, Supervisor
Transportation Services

Re: SXF 479, PUX 719

Dear Mr. Haakenson:

This is to advise you that the Oregon State Highway Division has no objection to the changes set forth in Answer to Application to Amend Order No. 46044 submitted by the Union Pacific Railroad under cover of a letter dated November 17, 1971.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
cc- Tom Edwards
F. D. Morgan
T. W. Litchfield
H. S. Coulter
F. B. Klaboe
Ivan D. Merchant
Union County
Union Pacific Railroad

[illegible]
TOM EDWARDS

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

PUX 719

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the Grande Ronde River overcrossing project in the Southeast Quarter of the Southeast Quarter (SE1/4SE1/4) of Section 36, Township 2 South, Range 37 East, Willamette Meridian, Union County, Oregon.	APPLICATION TO AMEND ORDER No. 46044 SXF 479

Comes now the State Highway Commission and files its application in the above-entitled matter.

The Applicant herein respectfully represents:

I.

That the name and address of your Applicant is State of Oregon by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II.

That this Application is made under authority of ORS 366.205, ORS 763.040 and ORS 763.050. That on July 11, 1969 Public Utility Commissioner Order No. 46044 was issued. That since that time the design of the structure has been substantially altered.

III.

That, for the proper service, safety and convenience of the traveling public, Applicant proposes to relocate a portion of the Old Oregon Trail Highway. Said relocation necessitates the constructio of an overcrossing structure over the right of way and tracks of the

Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Oregon State Highway Department Drawing 27485, titled Grande Ronde River Bridge, Old Oregon Trail Highway-LaGrande Section, Union County, Plan & Elevation, Bridge No. 8431A, dated September 9, 1971, and Oregon State Highway Department Drawing No. 23939, titled Vicinity Map and Profile W. LaGrande Interchange Area, LaGrande Section, U.S. I-80N. Hwy. Union County, revised March 16, 1971, attached hereto and by this reference made a part hereof.

IV.

Because of the terrain an overcrossing structure is the only possible means of crossing the railroad tracks.

V.

That, upon completion, the estimated annual average daily traffic on the relocated Old Oregon Trail Highway will be 900, with an anticipated increase to 1800 vehicles per day in 20 years. The Railroad movements at the site of the crossing are 13 freight, 4 passenger and 6 east-bound helper locomotives per day.

VI.

The EBR 3 center line which is parallel and located 6' north of the centerline of the structure roadway, intersects the centerline of the existing track at Highway Station EBR 46+75.39 POS equals Railroad Station 1253+63.94 POS with an intersecting angle between local tangents of 41° 19' 10" in the Northwest Quadrant. The structure will have a 28' roadway with no provision for pedestrian traffic and will be 448' long consisting of 3 precast, prestressed bulb-T beam spans, each 131' in length and one reinforced concrete deckgirder span 55' in length. This structure will be located partially on a 420' vertical curve with an ascending grade of 1.913% to the NW and an ascending grade of 3.675% to the SE. The point of intersection being located at Highway Station EBR 42+50.00 at elevation 2849.73.

VII.

The existing structure for eastbound traffic will be demolished after the proposed structure is completed.

VIII.

The only interested parties are Union County, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company.

IX.

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the Railway for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

(d) At bent 4, Applicant will place 1 1/2' of class 50 riprap in excavated area where back slope is other than solid rock.

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary, remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

X.

That after completion the proposed structure will have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commission. During construction it will be necessary to require an impaired minimum horizontal clearance of 8'-6" each side of the centerline of track.

XI.

That the proposed project is located in the Southeast Quarter of the Southeast Quarter (SE1/4SE1/4) of Section 36, Township 2 South, Range 37 East, Willamette Meridian, Union County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith, and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon this___day of October, 1971.

STATE OF OREGON, by and through
its State Highway Commission

L. I. LINDAS
Assistant Attorney General
and Counsel

By /s/ Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

STATE OF OREGON)
) ss.
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

/s/ Ivan D. Merchant

Subscribed and sworn to before me this___day of____________, 1971.

/s/ Jack L. Sollis
Notary Public, Oregon
My Commission Expires 12/18/72

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

I 80N-6(45)256

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

768

DATE: October 28, 1971

In reply refer to: 08-35.7
X I-80N-6(29)256

SUBJECT: Oregon Project I-80N-6(42)256
La Grande Section
Indenture of Access, Files 40363 and 40365
(Mr. Oakes' October 7 letter)

Klahoe

[illegible] 11-15-71

As requested in Mr. Oakes' letter the approved indenture of access forms are returned.

The settlement on File No. 40365 contains a $2000 damage item having to do with the joint access at Station 55+40. The file is not exactly clear as to whether this was paid because the access would not be provided or for some other reason. In the second paragraph of his July 10, 1967 letter Appraiser Schorn makes the following statement: "Nevertheless, without this created "joint access" arrangement it is my judgment this site would suffer approximately a $2000 damage".

Please have your right of way section review the file to determine the reason for the damages. If they were paid for not providing the access, Federal funds should be credited an appropriate amount.

Kindly advise us of your findings.

Enclosure

cc: OSHD (Moehring)

NOTED
F. B KLAHOE

RECEIVED
NOV 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
[illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 11 1971
FOR FILING

OREGON STATE
HIGHWAY DIVISION

Const
Old
~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310
Old Ore Trail

October 7, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

Indenture of Access
Files 40363 & 40365
LaGrande Section
Old Oregon Trail Hwy.
Union County

Dear Sir:

When the Right of Way was purchased from this property on the Wallowa Lake Highway as a part of the LaGrande Section of the Old Oregon Trail Highway construction, the access was granted at the property line between these two properties for use as a joint access. This was at Station 55 + 40.

The new owners, RO-CAM, Inc., have bought both remainders and are now requesting that the access be moved to Station 54 + 95 to better fit their plans for the property as the present access interferes with their use of a building on the property.

This property is well removed from the Interstate Highway ramps and is well explained by Mr. Starkey's letter to Mr. Coulter of September 15, 1971.

We request your concurrence in this indenture.

Very truly yours,

ORIGINAL SIGNED
JOHN R. OAKES
John R. Oakes
Assistant Right of Way Engineer

JRO:ph

Attachments

cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
M. R. Mitchell

RECEIVED
OCT 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

[illegible]

FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

[illegible]) - St

DATE: October 18, 1971

In reply refer to: 08-35.6

TO : Mr. R. L. Porter State Highway Engineer
ATTN: I. D. Merchant
Salem, Oregon

FROM fr R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I80N-6(45)256
Grande Ronde River Bridge - UPRR Oxing

Johnson

Revised preliminary plans submitted by Mr. Merchant's September 17 letter have been reviewed and are approved.

Orig to Merchant 10-21-71

NOTED
A. E. JOHNSON

RECEIVED
OCT 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

NOTED
A.E. JOHNSON

September 17, 1971

RECEIVED
SEP 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P O Box 300
Salem, Oregon 97308

Dear Sir:

Old Oregon Trail Highway
LaGrande Section
Union Pacific Railroad Overcrossing
Bridge 8431A

On August 2, 1971, the State rejected the bids received on July 29, 1971, for the construction of the subject project as all bids were considerably above our estimate.

We have redesigned the structure using precast, prestressed bulb-T beams which eliminates the falsework over the river and railroad.

We have also changed the bent easterly of the railroad from a single column to a wall type which will allow us to build span 4, which will be poured-in-place T-beams, in two stages and eliminate the moving of the existing truss and construction of timber trestle. We will require the falsework to be left in place under stage I so that the second half can be made monolithic with stage I and have transverse continuity of deck and diaphragms.

The estimated cost of the structure is $400,000 including an allowance for engineering and contingencies. The estimated cost of the project, including structure, grading, paving, illumination and temporary protection to traffic, is $650,000, including an allowance for engineering and contingencies.

Attached are two prints of Drawing 27300 which is the preliminary plan and elevation for the revised structure and two prints of up-to-date vicinity map, Drawing No. 23939. Foundation information alignment, grades, et cetera, as submitted previously would still apply. These prints are being sent to you as a preliminary submission for your review and approval is hereby requested.

Very truly yours,

R. L. Porter
State Highway Engineer
By IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

LLW/TGT/dh/ag (Attachs.)
cc: A. E. Johnson
L. H. Young
V. E. Skoog
F. Hall
T. Litchfield

RECEIVED
[illegible]

FOR FILING

[illegible] (45) - 56
7681

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
October 1, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Indenture of Access
Files 40363 - 40365
La Grande Section
Old Oregon Trail Hwy.
Union County

We are submitting a request for Indenture of Access to move the access granted at Station 55 + 40, which is actually on the Wallowa Lake Highway, to Station 54 + 95. I am also enclosing the copy of a letter from Mr. Starkey to Mr. Coulter explaining the reason for this indenture.

I have discussed this indenture with the area engineer and have his tentative approval for this revision.

John R. Oakes
John R. Oakes
Assistant R/W Engineer

JRO:ph

Attachments

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

signed
forms
ret'd 10-6-71

NOTED
F. B. KLABOE

RECEIVED [illegible] 71

UNITED STATES GOVERNMENT

Memorandum

[illegible] 256

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 17, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

11-81

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(45)256
LaGrande Section (UPRR Oxing)
Concurrence in Rejection of Bids

Klabae

I concur in the rejection of all bids reviewed on July 29, 1971 for the subject project as requested in Mr. Young's August 4 letter.

[illegible]

orig to Young
copy to Johnson
8-20-71

RECEIVED
AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

7-21-71

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

		1-80N-6( )256
		GRANDE RONDE RIVER AND UPRR O'XING SECTION
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME UNION
	ITEM NO. 1-622	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:

I 80N-6(45)256
7681

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	SEE BELOW	INTERSTATE 80N
		STATE ROUTE NUMBER STATE PRIMARY #6

LIMITS OF AUTHORITY

UPON EXECUTION OF THE AGREEMENT WITH UNION PACIFIC RAILROAD COMPANY BY THE OREGON STATE HIGHWAY COMMISSION, YOU ARE AUTHORIZED TO PROCEED WITH THE WORK COVERED BY THE AGREEMENT.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- ☒ OTHER (Specify) RAILROAD ADJUSTMENT WORK
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

THE PROPOSED AGREEMENT WITH THE UNION PACIFIC RAILROAD COMPANY SUBMITTED WITH MR. LITCHFIELD'S JULY 6, 1971 LETTER IS APPROVED AS TO FORM.

PLEASE FURNISH US WITH THREE COPIES OF THE FULLY EXECUTED AGREEMENT FOR OUR FORMAL APPROVAL.

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

(UTILITY WORK - 1-80N-6(32)256
CONSTRUCTION - 1-80N-6(45)256)

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
JULY 21, 1971		Actg. DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

7-16-71

RECEIVED
JUL 26 1971

FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

		I-80N-6([illegible]5)256
		STATE PROJECT NO. LAGRANDE SECTION (UPRR O'XING)
FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	COUNTY NAME UNION
	ITEM NO. I-622	PROGRAM STAGE (Check) ☐ 1 ☒ 2

TO:
[illegible] 6(15)256
[illegible]

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
JUL 20 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F.B.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
JULY 7, 1971	JULY 7, 1971	INTERSTATE 80N
		STATE ROUTE NUMBER STATE ROUTE #6

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $2,500.00; RAILROAD PROTECTIVE COSTS IN THE AMOUNT OF $30,000.00; TEMPORARY EROSION CONTROL IN AMOUNT OF $500.00; AND PERMANENT AND CONSTRUCTION STRIPING IN THE AMOUNT OF $150.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) CONTRACTOR'S FLAGGING $2,500
RAILROAD PROTECTIVE COSTS $30,000
TEMPORARY EROSION CONTROL $500
PERMANENT & CONSTRUCTION STRIPING $150
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S JULY 6, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

STAGE CONSTRUCTION AND PERMANENT STRIPING BY STATE FORCES WAS PREVIOUSLY FOUND TO BE IN THE PUBLIC INTEREST. THIS WORK IS ESTIMATED AT $150.00.

Young
w/Enc.
7-21-71

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-16-71		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97380

DATE: June 7, 1971

In reply refer to: 08-35-BC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-6(45)286
La Grande (UPRR O'xing) Section
Temporary Protection and Direction of Traffic

Attached is one print of Drawing 27147 which has been approved as requested in Mr. Johnson's May 11 letter.

This drawing indicates the signing and barricading required to protect traffic during the construction of the subject bridge.

Enclosure

RECEIVED
JUN 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

PUBLIC UTILITY COMMISSIONER

PUBLIC SERVICE BUILDING • • • SALEM, OREGON • • • 97310

NOTED
JACK L. SOLLIS

May 27, 1971

IN REPLY PLEASE REFER
TO FILE NO.
SXF 479
SXF 517

Jack L. Sollis, Asst. Attorney General
Justice Department - Trial Division
100 State Office Building
Salem, OR 97310

Dear Mr. Sollis:

Re: Grande Ronde River and Union Pacific Overcrossing, La Grande Section, Old Oregon Trail Highway, Union County, Bridge 8431 A, PUC Order 46044, PUX 719, SXF 479

Goshen Overcrossing of Southern Pacific Transportation Company, Pacific Highway, Lane County, Bridge 6836 A
PUX 756, SXF 517

In regards to the above files and your letters of May 3, we acknowledge receipt of the revised drawings and hereby notify you that copies have been sent to all parties of interest.

It appears to us that no amendment of the existing PUC orders is necessary as we can accept these drawings as relatively minor changes in design.

Very truly yours,

DON A. HAAKENSON, Supervisor
Transportation Services

By Lionel Topaz
LIONEL TOPAZ
Senior Transportation Specialist

LT:ps
cc: Parties of Interest

NOTED
E S HUNTER

RECEIVED
MAY 28 1971
DEPARTMENT OF JUSTICE
SALEM

[illegible]
[illegible] 1971
FOR FILING
[illegible]

May 11, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 360
Salem, Oregon 97308

Dear Sir:

Re: LaGrande Section
Old Oregon Trail Highway
Grande Ronde River Bridge
Bridge No. [illegible], Union County
Temporary Protection and Direction
of Traffic

Attached are two prints of Drawing 27147 which shows the signing and barricading required to protect traffic during construction of the subject bridge.

The existing truss structure alignment will be altered to provide for temporary access into LaGrande. This will be done after the LaGrande Bypass is completed and will allow westbound traffic into LaGrande to be routed via the [illegible] Lane Interchange and the [illegible] Lane Highway. It will be [illegible] that the contractor have all possible work done on the permanent structure and the detour structure prior to moving of the truss. It is estimated that the truss can be moved in one day. After the truss structure has been realigned it will carry eastbound traffic into LaGrande while the balance of the work on the new structure is completed.

The estimated cost for the temporary protection and direction of traffic is $[illegible], which includes an allowance for engineering and contingencies.

This is being submitted for your information and approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. B. Johnson
Assistant State Highway Engineer

cc: R. L. Porter
[illegible]
[illegible]
[illegible]

Att.

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

[illegible]
7471

DEPARTMENT OF JUSTICE
STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

DISTRICT ATTORNEYS
ASSISTANCE DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

RALPH CHRISMORE
[illegible] JAY [illegible]
CHARLES A. [illegible]
INVESTIGATORS

May 3, 1971

NC
A. E. JOHNSON

Mr. Sam Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Don Haakerson

Re: Grande Ronde River and Union Pacific Overcrossing
La Grande Section,
Old Oregon Trail Highway
Union County
Bridge 8431A
PUC Order 46044
PUX 719,SXF 479

Dear Mr. Haley:

Enclosed please find five copies of revised drawings of the overcrossing concerned in the above order.

The construction of the bridge as originally designed has caused some problems relating to the protection of the tracks of the Union Pacific Railroad. In order to satisfy the railroad, the location of the bridge and the manner of constructing it is being slightly changed. The revised alignment places the new structure immediately adjacent and on a converging alignment to that of the existing crossing. I have enclosed five copies of drawings numbers 23939, and 27040, which are the vicinity map and plan and elevation drawing for the proposed structure on the revised alignment.

The survey center line of the revised crossing intersects the railroad at highway station EBR3 46+75.39 POS = RR Station 1253+6394 POS with an intersection angle between the local tangents of 41° 19' 10" in the SW quadrant. The roadway width and type of structure planned are the same

NOTED

as in the original submittal. The revised span arrangement is as shown on drawing 27040. The vertical alignment remains the same as in the original submittal. The horizontal and vertical clearances to the completed structure will be as shown on Drawing 27040 and exceed the minimum PUC clearances. During construction the same impairment of these clearances as requested in the original application will be required.

The alignment of the new crossing and that of the existing crossing are converging at the easterly end of the structure. In order to maintain traffic across the existing structure during the construction period, it is necessary to shift the easterly end of the existing truss span over the tracks laterally and to construct temporary trestle approach spans to the end of the relocated truss. The alignment of the relocated truss will be as shown on Drawing 27040. Horizontal clearance to the temporary supporting pier for the truss span in its relocated position will be as shown on this same drawing.

All other conditions relating to this crossing remain as in our previous application.

It is my thought, that these minor changes would not necessitate an amendment of the PUC order but merely the serving of the revised drawings on the interested parties. However, if you consider that it is necessary to put out an order amending the original order, please consider this a request for such an order.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
encs.
cc: Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Ivan D. Merchant
Mr. Frank Morgan
Mr. T. W. Litchfield
Mr. H. S. Coulter
Mr. Tom Edwards
Mr. F. B. Klaboe

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MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 1971

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

[illegible]
7681

NOTED
A. E. [illegible]

April 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Union Pacific Railroad Overcrossing
La Grande Section
Old Oregon Trail Highway
Union County Bridge 8431A

Enclosed are two prints each of Bridge drawings 24749 through 24758, the detail drawings for the proposed crossing of the Grande Ronde River and the tracks of the Union Pacific Railroad at West La Grande. Also enclosed are two copies of the design data sheet for the structure. These drawings are being sent to you for your review and approval. This submittal supersedes the detailed drawings which were previously transmitted to you. The alignment of the structure was revised due to construction problems on the previous alignment.

Your special attention is directed to drawing 24755 of this submittal. You will note that the plans call for the use of a proprietary expansion joint assembly, the transflex model 200A. Your approval of the use of this proprietary item is requested.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Administration Engineer

WJH:dh
Enclosures
cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
APR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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1971
UTILITY UNIT
FOR FILING

OREGON STATE
HIGHWAY DIVISION

T [illegible] N-6(45) 256

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

7-8-71

McCALL

March 31, 1971

n Pacific Railroad Company
6 North Larrabee Avenue
land, Oregon 97227

TENTION: Mr. R. B. Hardin

Re: Revised Plan
Grande Ronde River and UPRR Overcrossing
LaGrande Section
Old Oregon Trail Highway
Union County
Your File No. D 315 - 2 - 77

tlemen:

Herewith, for your review and approval, you will find four (4) prints each of Bridge
wing Nos. 27040 and 23939, the plan and elevation drawing and vicinity map for the proposed
cture on the revised alignment.

The type of structure and span arrangement being proposed is shown on Drawing No. 27040.
rances to the completed structure will be as shown on this drawing, and impaired clearance
be required during construction. The project special provisions will call for the minor amount
ck excavation required for Bent 6 to be performed in a manner satisfactory to you and, there-
, it should not be necessary to construct a temporary shoofly as suggested in your letter dated
ch 9, 1971. As you requested in that letter, the slope adjacent to your tracks will be protected
an 18 inch layer of class 50 riprap where other than solid rock occurs.

Contrary to my letter dated December 23, 1970, the existing structure will not be closed
affic during construction. The east end of the existing truss span is to be shifted north an
unt sufficient to clear the new construction. The truss span will be rotated about the west main
to a position on a temporary timber pier. Clearances to this temporary timber pier will be as
n on Drawing No. 27040. Timber trestle spans will be constructed to the east end of the re-
ted truss.

The Schedule of Contract Lettings, supplied to you with our letter dated March 17, 1971,
ated bids were to be opened for this project on May 27, 1971. Therefore, please proceed with
reparation of an agreement covering this project. It will be appreciated if I could have this
ment in my hands by April 22, 1971, so that I may place it on the agenda for the meeting of the
way Commission to be held on May 4, 1971. Your cooperation in meeting this deadline will be
rely appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer
By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

dl
sure
F. B. Klaboe
. D. Merchant
F. L. Hall
I. S. Coulter
I. M. Fillmore

RECEIVED
OFFICE OF
[illegible]

RECEIVED

FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 12, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon Project I-80N-6(42)256
La Grande Section
Consultant Agreement - Northern Testing Laboratories

As requested in Mr. Merchant's February 3 letter we approve the request to increase the limiting amount of the consultant agreement with the Northern Testing Laboratories by $6,723.00 to a total of $31,360.50.

cc:
Region (08-00.331)

NOTED
A. E. JOHNSON

NOTED
JIM EDWARDS

RECEIVED
FEB 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 28 1970
UTILITY UNIT

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

I-80N-6(45) 256

December 23, 1970

Union Pacific Railroad Company
2525 North Larrabee
Portland, Oregon 97227

ATTENTION: Mr. R. B. Hardin

Re: Revised Plan
Grand Ronde River and Union
Pacific Railroad Company Over-
crossing
LaGrande Section
Old Oregon Trail Highway
Union County
Your File: D 315-2-77

Gentlemen:

Upon receipt of your letter dated July 8, 1970 concerning the above captioned subject, we have reconsidered the plan proposed previously and submit herewith four (4) prints of a preliminary plan and elevation drawing (Bridge Drawing No. 26899) and a print of a portion of a right of way map showing the new alignment as well as the original alignment proposed.

It is anticipated, with this proposed design, that we will not disturb the rock face adjacent to your tracks which was the subject of so much discussion and earlier correspondence. We expect the construction of the structure, as presently proposed, to disturb your facilities a minimum amount. Our specifications will call for a minor amount of rock excavation required at the new location of Bent 6 to be performed in a manner that will not endanger the Railroad.

The bulk of the new structure can be built without disturbing the existing structure; however, the old structure must be closed and partially removed to allow construction of the span between Bents 6 and 7. It is proposed to close the existing structure to all traffic for this period.

We intend to open bids for this project in May, 1971. This contract is to be coordinated with the construction of the LaGrande Section (Contract No. 7337) so that traffic utilizing the existing bridge can be routed into LaGrande via Wallowa Lake Interchange until the new structure is completed.

The new centerline will be staked in the field in the near future and we now request your approval and comment of the enclosed proposal.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: F. B. Klaboe
Ivan Merchant
Frank Hall
H. S. Coulter
H. M. Fillmore

RECEIVED
DEC 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1970
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 15, 1970

In reply refer to: 08-35.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson

SUBJECT: Oregon I-80N-6(22)256
W. LaGrande Interchange-Grande Ronde River
Bridge No. 8431A

We have reviewed the new plans submitted by your December 7 letter. We find them acceptable and hereby give you approval of these preliminary bridge plans.

cc:
Bridge

NOTED
A. E. JOHNSON

Merchant
Brg

NOTED
TOM EDWARDS

RECEIVED
DEC 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1970
FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 7, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97301

Attention: Mr. Herbert A. Schell

NOTED
A. E. J[redacted]

Gentlemen:

Old Oregon Trail Highway
LaGrande Section
Grande Ronde River Bridge
Bridge [illegible] 8431A

Subsequent to our submittal of preliminary plans on September 9, 1970 the alignment has been revised due to requirement that the off lane depart from the freeway at an angle.

The new alignment of the EBR centerline requires that the structure length be increased from 463 feet to 481 feet, with a resultant increase in structure cost in the amount of $10,000.

The discussion of plans "A" and "B" in our letter of September 9, 1970 are still valid except that the total cost of plan "B" should be $437,000.

Transmitted herewith are two copies each of our September 9, 1970 letter, revised dwg. # 26899, and revised plan showing the new EBR alignment.

We hereby ask for your approval of plan "B" as modified by this submittal of revised information.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

IDM/ag (Attachments)
cc: A. E. Johnson
V. Skoog
L. E. Young
P. Hall
T. Litchfield

RECEIVED
DEC 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

L E Johnson

RECEIVED
SEP 14 1970

OREGON STATE
~~HIGHWAY DIVISION~~
I 80N-6(45)256
7681
HIGHWAY BUILDING • SALEM, OREGON • 97310

September 9, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97301

Attention: Mr. Herb Schell

Gentlemen:

Old Oregon Trail Highway
LaGrande Section
Grande Ronde River Bridge
Bridge No. 8431A

Subsequent to your approval of our preliminary plans for subject structure, the UPRR Co. has raised certain objections to our plan.

As stated in the attached letter, dated January 26, 1970, they feel that it will be necessary to construct a shoofly in order to move the tracks away from the rock excavation in the steep slope adjacent to and above their tracks. This shoofly would encroach into the Grande Ronde River and have to be removed upon completion of the project. The railroad protection costs, including flagging and inspection would run considerably higher for this plan than for the subsequent plan that was developed.

Studies were made to move the E. B. Highway alignment to the north to eliminate the necessity of rock blasting for the highway cut and for the excavation at Bent 6. The minor amount of rock excavation required at the new location of Bent 6 can be done in a manner that will not endanger the operation of the railroad.

Moving the alignment to the north may necessitate moving of the existing truss and construction of a small amount of temporary trestle in order to provide for E. B. Traffic. Consideration will be given to scheduling subject project so that E. B. Traffic into LaGrande at this location would be shut down during construction of Bent 7 and Spans 6 and 7. The timing would be such that traffic could enter LaGrande via the LaGrande Section of I-80N presently under contract and the Wallowa Lake Highway.

NOTED
A. E. JOHNSON

The estimates for the original plan (Plan A) and for the new plan (Plan B) are as follows:

Plan "A"	Gen. Excav.	$41,860
	Shoofly	67,400
	Structure	295,000*
		404,260
	Engr. & Cont.	80,740
		$484,000
Plan "B"	Gen. Excav.	$ 4,000
	Structure	315,000
	Detour	37,000
		356,000
		71,000
		$427,000

* Estimate up-dated from our original submittal to reflect current prices.

Transmitted herewith are two prints of the revised structure layout Drawing No. 26698, vicinity map Drawing No. 23939, and grading sheet 3.

In consideration of the above data, we ask for your approval of Plan "B".

Very truly yours,

Ivan D. Merchant
Bridge Engineer

LLW/amd/ag

cc: A. E. Johnson
V. Skoog
L. H. Young
F. Hall
T. Litchfield

RECEIVED
SEP 16 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 21 1970

R. B. HARDIN
SUPERINTENDENT
OREGON DIVISION

I-8AN-6(5)256
7681

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

July 8, 1970

File D 315-2-77

Routing
1
2 Hall
A. Olson
Cample
Trout
Wills
Hockleman
Scot
R. Olson
Carstensen

RECEIVED
JUL 15 1970
DESIGN
DIVISION

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utilities Engineer

Grande Ronde & UPRR Overcrossing
LaGrande Section
Old Oregon Trail Highway

Dear Sir:

Please refer to your letter of June 24 with which you furnished preliminary plans and a draft of specifications providing railroad protection on the above captioned project.

Due to the limited working space available between our Main Line Track and the rock face, it does not appear practical to give further consideration to the State's plan of constructing a temporary log retaining wall to contain and restrain the material which will result from blasting operations and material which may ravel as a result of cutting the highway slopes. Disregarding the uncertainties of wall design, anchorage and contractor's operations, we are faced with the fact that there is not a sufficient fallout area adjacent to the track to accommodate the material which might bypass the log wall.

The shoofly proposal submitted to you with my letter of January 26 seems to be the only solution which would provide the required fallout area. This would also require construction of a berm adjacent to the shoofly track to contain material within the fallout area.

Routing

RECEIVED
JUL 13 1970
CONSTRUCTION
DIVISION

NOTED
F. B. KLABOE

Copy to Barber –
for discuss
7-15-70

Mr. Litchfield has requested our recommendations for protecting the track by means other than constructing the shoofly. Considering your present alignment and crossing location, we can offer no other solution. A complete redesign of your overcrossing structure, eliminating the need of blasting for Bent No. 4 adjacent to the track, would, of course, be beneficial. Such redesign, however, would not eliminate the need for a fallout area to contain the material which will ravel down as a result of normal grading operations along your westerly highway slopes. It is also anticipated that any loose material on the hillside will come down as a result of blasting in the vicinity.

Train operation being our first consideration and objective, we cannot afford the risk or uncertainties involved in your proposal which might cause delay to our trains which could otherwise be avoided. Even with a shoofly we would expect that the State impose stringent specifications upon their contractor to the minimum extent as set forth in the draft of specifications submitted with your June 24 letter.

Possibly the State could consider reconstructing the existing east bound ramp structure more or less in its present location. It appears that this approach would eliminate the necessity for any blasting or shoofly construction.

Yours very truly,

R. B. Hardin

R. B. Hardin

cc: Edwards
Klabee
Johnson
Merchant
Burbee
Morgan
Coulter
Fillmore

RECEIVED
JUL 1[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

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FOR FILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(45)256
7681

June 24, 1970

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Re: Grande Ronde & UPRR Overcrossing
La Grande Section
Old Oregon Trail Highway
Union County
YOUR FILE: D 315-2-77

ATTENTION : Mr. R.B. Hardin

Gentlemen:

The proposed construction of the above captioned structure has generated considerable discussion among both Railroad and State engineers with regard to the protection to be provided by the State's contractor to prevent damage to Railroad facilities during the excavation required on the easterly side of your tracks.

This has been studied at great length by State engineers and we have drafted a proposed specification which will govern the contractor's operation on this project if it receives Railroad approval. You will find attached four (4) copies of this specification.

Your representatives have also indicated that they wished to see a plan showing protective measures which could be taken by a contractor. You will find enclosed herewith four (4) prints of two drawings which show a protective wall built of logs which could be used to restrain the blasted material so only a minimum amount would fall upon your roadbed. This is by no means the only possible way this could be done. The protective measures taken are up to the contractor to devise and for the State and Railroad to approve prior to the beginning of any excavation work. The State does not design protective measures which must be taken by a contractor. We specify the end result and it is up to the contractor to take what measures are necessary to produce that result. Therefore, the plan shown here is merely one idea which could be used and is not intended as a plan for you to approve as "the accepted method", since the contractor may devise a method equal or superior to this idea. However, we do solicit your approval of and/or comment on the draft of the specifications attached hereto.

Inasmuch as bids are to be opened for this project on September 3, 1970, your earliest attention to this matter will be greatly appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad & Utility Engineer

TWL:ss

Enclosure

cc: F. B. Klaboe
I. D. Merchant
D. J. Barbee
H. S. Coulter
H. M. Fillmore

RECEIVED
JUN 26 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ROUGH DRAFT
June 24, 1970

Special Requirements for Roadway and Structural Excavation

105.14 Avoidance of Detrimental Operation.

The contractor shall perform all roadway and structural excavation in such a manner that an absolute minimum amount of material is deposited on the railroad roadbed.

All excavation shall be performed, insofar as is absolutely practicable, without the use of explosives. To this end, the contractor shall furnish and operate heavy duty rippers, loading equipment, etc., as will minimize the use of blasting methods in performance of excavation.

If it becomes absolutely necessary to resort to blasting methods, such work shall be performed in conformance with the following:

(a) The contractor shall provide a qualified explosives engineer as an advisor and consultant to the contractor during drilling and blasting operations.

(b) Every shot shall be adequately matted or blanketed to completely contain the blasted material.

(c) Blasting holes shall be so spaced and shall be of such depth as will minimize the amounts of explosives required.

(d) Blasting on final slopes shall be performed in conformance with subsection 203.35 except that spacing of relief holes shall not exceed one foot and the vertical depth of relief holes shall not exceed ten feet.

(e) All blasting work shall also be performed in conformance with the requirements herein elsewhere set forth under the heading "Relations with Railroad Company".

In performance of excavation work, the contractor shall consider the use of temporary timber crib walls, temporary earth berms and such other temporary protective measures as will prevent the materials being excavated from rolling down or falling on the railroad roadbed. In order to minimize the amount of explosives required, the final excavation for Bent 4 footing (that portion below elevation 2960) shall be done in horizontal lifts with the depth of each lift not to exceed seven (7) feet.

The methods used shall be approved by the Railroad Company prior to starting excavation work, and during the work, should the methods used result in depositing more than an absolute minimum amount of material on the railroad roadbed, all excavation work shall be immediately suspended until the methods used are revised to the satisfaction of the Railroad Company. The contractor shall have suitable equipment available at all times to clear any material from the Railroad tracks which may be deposited by his operations.

No separate or additional payment will be made for any extra costs involved in performance of excavation work as above specified, it being understood that the extra costs thereof are included in applicable contract prices for excavation as set forth in the bid schedule.

The Railroad Company will place a protective blanket of ballast or timber on the railroad tracks and ties during performance of grading work. This work will be to the extent determined by the Railroad Company as necessary for prevention of damage to rails and ties and will be placed at no cost to the contractor.

TWL:ss
6/24/70

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OCT 2[illegible] 1969

1859

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(145)256
7168

October 20, 1969

Union Pacific Railroad Company
2525 N. Larrabee Ave.
Portland, Oregon 97227

Attention: W. G. Johnson

Gentlemen:

Re: Grande Ronde River & UPRR O'Xing
La Grande Section
Union County
Bridge No. 8431A
Your File D 315-2-77

Reference is made to your letter of October 1, 1969, regarding the subject.

The reason we are using a 1½:1 slope at the easterly end of the structure is because only a portion of the cutbank at this end is in solid or fractured basalt rock. The remainder of this cut consists of hard-packed clay with numerous rock fragments. In order to cope with the situation it would be necessary to use either a uniform cut slope of 1½:1 or a steeper slope and extend the bridge in the area that the slope would not stand. The latter case would require a partial viaduct and lend itself to problems which would be more costly and less attractive than the cutting of the rock to the slope shown on the drawings.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT

Ivan D. Merchant
Bridge Engineer

TCR:jr
cc: Tom Edwards ✓
Jack Sollis
T. W. Litchfield

NOTED
TOM EDWARDS

RECEIVED
OCT 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1969
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(45)266
7681

September 23, 1969

Mr. Sam Haley
Public Utility Commissioner
200 Public Service Building
Salem, OR 97310

Attention: James R. Ritchie
Utility Engineer

Re: Grand Ronde River &
Union Pacific Railroad
Overcrossing
La Grande Section
Old Oregon Trail Highway
Union County
Bridge No. 8431A
PUC Order 46044
PUX 719, SXF 479

Dear Mr. Haley:

Enclosed please find copies of the revised drawing on the above file. The revision in the overcrossing does not in any way affect clearances and is merely a change in the type of construction at the end of the bridge.

I do not think that it will be necessary to change in any way the PUC order, and these are merely forwarded to you and the parties in interest for their information.

Very truly yours,

G. E. ROHDE
Chief Counsel

By Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:krk
Enclosures
cc: R. L. Porter
F. B. Klaboe
Ivan Merchant
F. D. Morgan
H. S. Coulter
T. W. Litchfield

NOTED
R. L. PORTER

RECEIVED
SEP 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1969

FOR FILING

I-N 4495 256
7691

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1969

To: Jack Sollis
P.U.C. & R.R. Section
BUILDING

SUBJECT: Grand Ronde River & UPRR O'Xing
La Grande Section
Old Oregon Trail Highway
Union County
Bridge No. 8431A
PUC 46044
PUR 719, SXP 479

Attached are 12 prints of Drawing No. 24749 which is the plan and elevation for the subject structure. We have obtained a PUC order for the construction of this structure using Drawing No. 24195, the preliminary plan and elevation drawing.

It was found that additional length was necessary at the westerly end of the bridge. Instead of the "U" abutment as shown on the plan used as one of the exhibits we substituted a 15' span and renumbered the bents. Everything east of the new Span 1 remains the same. The bent numbers shown on the original plan shows Bents 4 and 5. These should be changed to read Bents 5 and 6.

In order to keep the records clear, please offer the attached drawing to the PUC for their information.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

TCR:jf

cc: Tom Edwards
T. W. Litchfield

RECEIVED
SEP 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1969
FOR FILM

OREGON STATE
HIGHWAY DEPARTMENT
HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-6(45)256
7581

September 18, 1969

Union Pacific Railroad Co.
2729 N. Larrabee Avenue
Portland, Oregon 97227

Attention: W. G. Johnson
Superintendent

Gentlemen:

Re: Grand Ronde River & UPRR O'Xing
La Grande Section
Old Oregon Trail Highway
Union County
Bridge No. 8431A
Your File B 315-2-77

On August 26, 1969, we sent you the plans for the subject structure for your review and approval. Since that time it has come to our attention that the bent numbers in the clearance diagram shown on the plan and elevation drawing are in error.

In the process of adding the additional span at the westerly end of the structure all spans and bents were renumbered except those shown in the clearance diagram. We are attaching 4 prints of Drawing No. 24749 which has been revised to show this change. This sheet should be substituted for those sent you at the earlier date.

Yours very truly,

ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

[illegible]

TCR:jf
cc: Tom Edwards
T. W. Litchfield
J. L. Sollis

RECEIVED
SEP 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Order #46044

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXP - 479

In the Matter of the Application)
of STATE OF OREGON (State Highway)
Commission) to construct an over-)
crossing structure above grade)
over the tracks and right-of-way)
of Union Pacific Railroad Company)
near City of La Grande, Union)
County, Oregon.)

ORDER

On February 6, 1969, the State of Oregon (State Highway Commission) duly filed application with the Commissioner seeking authority to construct an overcrossing structure above grade over the tracks and right-of-way of Union Pacific Railroad Company near La Grande, Union County, Oregon.

Copies of the application were duly served upon the Union Pacific Railroad Company and the Union County Board of Commissioners.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) The grade separation structure be constructed and costs borne as proposed by applicant and Union Pacific Railroad Company.

(2) Designation 2A-288.65-A shall be assigned to the crossing.

Made, entered and effective JULY 11 1969.

Public Utility Commissioner

PUX 719

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct an overcrossing structure over the tracks and right of way of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, known as the Grande Ronde River overcrossing project in the Southeast Quarter of the Southeast Quarter (SE¼SE¼) of Section 36, Township 2 South, Range 37 East, Willamette Meridian, Union County, Oregon.

AMENDED APPLICATION

No.________________

Comes now the State Highway Commission and files its application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That, for the proper service, safety and convenience of the traveling public, Applicant proposes to relocate a portion of the Old Oregon Trail Highway. Said relocation necessitates the construction of an overcrossing structure over the right of way and tracks of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on Oregon State Highway Department Drawing 24195, titled Grande Ronde River Bridge, Old Oregon Trail Highway-LaGrande

Section, Union County, Bridge No. 8431A, revised April 17, 1969, and Oregon State Highway Department Drawing No. 23939, titled Vicinity Map and Profile W. LaGrande Interchange Area, LaGrande Section, U. S. I-80N. Hwy. Union County, revised April 17, 1969, attached hereto and by this reference made a part hereof.

IV

Because of the terrain an overcrossing structure is the only possible means of crossing the railroad tracks.

V

That, upon completion, the estimated annual average daily traffic on the relocated Old Oregon Trail Highway will be 900, with an anticipated increase to 1800 vehicles per day in 20 years. The Railroad movements at the site of the crossing are 13 freight, 4 passenger and 6 east-bound helper locomotives per day.

VI

The EBR center line which is parallel and located 6' north of the centerline of the structure roadway, intersects the centerline of the existing track at Highway Station EBR 46+42.10 POC equals Railroad Station 1253+13.9 POS with an intersecting angle between local tangents of 46°17'18" in the Northwest Quadrant. The structure will have a 28' roadway with no provision for pedestrian traffic and will be 424' long consisting of reinforced concrete box girder spans of 72', 79', 90', 102', and 81'. This structure will be located partially on a 420' vertical curve with an ascending grade of 1.913% of the NW and an ascending grade of 3.[illegible]75% to the SE. The point of intersection being located at Highway Station EBR 42+50.00 at elevation 2849.73.

VII

The existing structure for eastbound traffic will be removed after the proposed structure is completed.

VIII

The only interested parties are Union County, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company.

IX

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications, award a contract or contracts, and supervise (1) the construction of the proposed grade separation structure, including highway approaches, and (2) removal of the existing structure for eastbound traffic.

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the Railway for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3 dated October 15, 1966, and amendments and supplements thereto; provided, that the Railway shall be reimbursed for the full amount of its cost and expense in performing work in connection with the Applicant's project (except as specifically provided in subparagraph (b) under "THINGS TO BE DONE BY RAILWAY"), even if interpretation of Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3 dated October 15, 1966, and amendments and supplements thereto, does not permit Federal participation in the full amount of said cost and expense.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement by Applicant as set forth in subparagraph (b) under "THINGS TO BE DONE BY APPLICANT," furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project, and, if necessary, remove and protect the Railway's signal and communication lines during the period of construction and replace in final location upon completion of construction.

(b) At its own expense, maintain the railroad tracks and all railroad appurtenances and facilities.

X

That after completion the proposed structure will have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commission. During construction it will be necessary to require an impaired clearance of 21'-6" vertically betwsen top of rail and bottom of falsework and a minimum horizontal clearance of 8'-6" each side of the centerline of track.

XI

That the proposed project is located in the Southeast Quarter of the Southeast Quarter (SE¼SE¼) of Section 36, Township 2 South, Range 37 East, Willamette Meridian, Union County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordence herewith, and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 20th day of May, 1969.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By Jack L Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 20th day of May, 1969.

JACK L. SOLLIS
Notary Public, Oregon
My Commission Expires December 18, 1972

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

D

JLS:pim
1-30-69 1969

2-3-69

PUX 719

[illegible]
7481

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the)
STATE OF OREGON, by and through its State)
Highway Commission, for authority to con-)
struct an overcrossing structure over the)
tracks and right of way of the Oregon-)
Washington Railroad & Navigation Company,)
Union Pacific Railroad Company, Lessee,)
known as the Grande Ronde River over-)
crossing project in the Southeast Quarter)
of the Southeast Quarter (SE¼SE¼) of)
Section 36, Township 2 South, Range 37)
East, Willamette Meridian, Union County,)
Oregon.)

APPLICATION

NO. ________________

Comes now the State Highway Commission and files its application in the above-entitled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

NOTED
R L PORTER

II

That this Application is made under authority of ORS 366.205, ORS 763.040 and ORS 763.050.

III

That, for the proper service, safety and convenience of the traveling public, Applicant proposes to relocate a portion of the Old Oregon Trail Highway. Said relocation necessitates the construction of an overcrossing structure over the right of way and tracks of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, as shown on

Oregon State Highway Department Drawing 24195, titled Grande Ronde River Bridge, Old Oregon Trail Highway-LaGrande Section, Union County, Bridge No. 8431A, dated September 30, 1968, and Oregon State Highway Department Drawing No. 23939, titled Vicinity Map and Profile W. LaGrande Interchange Area, LaGrande Section, U. S. I-80N. Hwy. Union County, revised October 21, 1968, attached hereto and by this reference made a part hereof.

IV

Because of the terrain an overcrossing structure is the only possible means of crossing the railroad tracks.

V

That, upon completion, the estimated annual average daily traffic on the relocated Old Oregon Trail Highway will be 900, with an anticipated increase to 1800 vehicles per day in 20 years. The Railroad movements at the site of the crossing are 13 freight, 4 passenger and 6 east-bound helper locomotives per day.

VI

The EBR center line which is parallel and located 6' north of the centerline of the structure roadway, intersects the centerline of the existing track at Highway Station EBR 46+42.10 POC equals Railroad Station 1253+13.9 POS with an intersecting angle between local tangents of 46°17'18" in the Northwest Quadrant. The structure will have a 28' roadway with no provision for pedestrian traffic and will be 424' long consisting of reinforced concrete box girder spans of 72', 79', 90', 102' and 81'. This structure will be located partially on a 420' vertical curve with an ascending grade

JLS:phm
1-30-69

of 1.913% to the NW and an ascending grade of 3.675% to the SE. The point of intersection being located at Highway Station EBR 42+50.00 at elevation 2849.73.

VII

The existing structure for eastbound traffic will be demolished after the proposed structure is completed.

VIII

The only interested parties are Union County, Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company.

IX

That the Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including highway approaches, and supervise the construction thereof; [illegible]

(b) Utilizing State and Federal funds, finance the construction of said project, including reimbursement to the Railway for its costs incurred in connection therewith, with accounting practices to be followed and reimbursement made as provided in Bureau of Public Roads' Policy and Procedure Memorandum No. 30-3, dated October 15, 1966, and amendments and supplements thereto.

(c) Upon completion of the project, Applicant will maintain the structure and all highway appurtenances thereto.

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement by Applicant under Federal regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) If necessary, remove and protect the signal and communications lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the railroad tracks with their appurtenances and facilities.

X

That after completion the proposed structure will have horizontal and vertical clearances equal to or in excess of those required by the Public Utility Commission. During construction it will be necessary to require an impaired clearance of 21'-6" vertically between top of rail and bottom of falsework and a minimum horizontal clearance of 8'-6" each side of the centerline of track.

XI

That the proposed project is located in the Southeast Quarter of the Southeast Quarter (SE¼SE¼) of Section 36, Township 2 South, Range 37 East, Willamette Meridian, Union County, Oregon.

JLS:phm
1-30-69

WHEREFORE, Applicant prays for an order authorizing said construction and allocation of the costs thereof, in accordance herewith, and for such other order or orders as may be proper in the premises.

Dated at Salem, Oregon, this 3rd day of February, 1969.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE
Assistant Attorney General & Chief
Counsel for the State Highway Commission

By ______________________________
JACK L. SOLLIS
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

IVAN D. MERCHANT

Subscribed and sworn to before me this 3rd day of February, 1969.

JACK L. SOLLIS
Notary Public, Oregon
My Commission Expires 12-18-72

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

JACK L. SOLLIS
Utilities & Railroad Attorney

RECEIVED
FEB 5 1969
OFFICE OF
STATE HIGHWAY [illegible]

RECEIVED
JAN 24 1969

FOR FILING

I-EN-L(45)256
7681

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 23, 1969

SUBJECT: Grande Ronde R. & UPRR O'Xing
La Grande Section
Old Oregon Trail Highway
Union County
Bridge No. 843[illegible]

To: G. E. Rohde
Chief Counsel
Legal Section
Building

Attention: Jack L. Sollis

At the present time it is planned to call for bids for the construction of the La Grande Section of the Old Oregon Trail Highway on November 6, 1969. One structure in the West La Grande Interchange is the subject overcrossing which will replace an existing narrow through truss bridge located approximately 90' easterly of the proposed structure. Twelve prints each of Drawings Nos. 23939 and 24195, which are the vicinity map and profile and plan and elevation drawings, respectively, are attached for use as exhibits in the PUC Application and Order.

The proposed structure is located in the SE¼ of the SE¼ of Section 36, T. 2 S., R. 37 E., WM, in Union County, Oregon. The EBR center line which is parallel and located 6' north of the centerline of the structure roadway, intersects the centerline of the existing track at Highway Station EBR 46+42.10 POC equals Railroad Station 1253+13.9 POS with an intersecting angle between local tangents of 46°17'18" in the Northwest Quadrant. The structure will have a 28' roadway with no provision for pedestrian traffic and will be 424' long consisting of reinforced concrete box girder spans of 72', 79', 90', 102' and 81'. This structure will be located partially on a 420' vertical curve with an ascending grade of 1.913% to the NW and an ascending grade of 3.675% to the SE. The point of intersection being located at Highway Station EBR 42+50.00 at elevation 2849.73. The minimum horizontal and vertical clearances will be as shown on Drawing No. 24195 and will be equal to or exceed the minimum clearance required by the Public Utility Commission. During construction it will be necessary to require an impaired clearance of 21'-6" vertically between top of ties and bottom of falsework and a minimum horizontal clearance of 8'-6" each side of the centerline of track.

NOTED
TOM EDWARDS

G. E. Rohde
  Attn: Jack L. Sollis
January 23, 1969
Page 2

The estimated average traffic on the overcrossing is approximately 900 with an anticipated increase to 1800 vehicles per day in 20 years. The railroad movements at the site are 13 freight, four passenger and six eastbound helper locomotives, making 23 train movements per day.

This structure is to be financed with Federal and State funds and since the railroad will not benefit from the construction of this structure, no participation in the cost is requested from the railroad. Any necessary expenses by the railroad in connection with the construction of this project will be reimbursed as permitted by PPM 30-3 with amendments and additions thereto.

In this construction project the State should do the following things: Prepare the plans and estimates, award contract and supervise the construction, and upon completion of the project maintain the structure and all highway appurtenances.

In this construction project the railroad should furnish preliminary engineering, watchmen and flagmen services to protect its operations during construction and, if necessary, remove its signal and/or its communication lines during the construction period and replace them in final location upon completion of the construction, and at its own cost and expense maintain the roadbed and trackage.

Will you please prepare an Application for a PUC Order to permit the above construction.

ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Asst. Bridge Engineer

TCR:jf:jr

cc: Tom Edwards
T. W. Litchfield

RECEIVED
JAN 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

I-80N-6(45)256
7681

January 16, 1969

Union Pacific Railroad Company
2525 N. Larrabee Street
Portland, Oregon 97227

Attention: W. G. Johnson, Supt.

Subject: Grande Ronde River & UPRR O'Xing
La Grande Section
Old Oregon Trail Highway
Union County
Bridge No. 8431A

Gentlemen:

In the near future, we are planning to improve the alignment of the eastbound ramp to La Grande, which will necessitate the removal of the present narrow through truss bridge and replace it on an alignment approximately 90' westerly of the existing structure.

The new structure will be 424' poured-in-place reinforced concrete girder type structure with spans of 72', 79', 90', 102' and 81' in length, and a roadway width of 28'. The centerline of the eastbound ramp line, which is 6' northerly or left of the centerline of the roadway of the bridge, intersects the centerline of the existing railroad track at Highway Station ERM 46+42.10 POC = Railroad Station 1253+13.9 POS, with an intersecting angle of 46°17'18" located in the Northwest Quadrant. We have made provisions for the same horizontal clearance as was provided for the structure built in 1960 and located approximately 200' northeasterly from the proposed structure. The vertical clearance will have a minimum of 24' above the ties and during construction an impaired clearance of 21'6" above top of ties will be required.

The project will be financed entirely with Federal and State funds and your company will be reimbursed for its necessary expenses incurred in the work, as permitted by PPM 30-3, with amendments and additions thereto.

NOTED
TOM EDWARDS

In this construction project, the State will prepare plans, specifications, and award the contract and supervise construction. Upon its completion, the State will maintain the overcrossing structure and other highway appurtenances. Your company, subject to the limitations of PPM 30-3, should furnish preliminary engineering, watchmen and flagmen services to protect the operation during the construction period, and if necessary, remove and protect their signal and/or communication lines during the same period, and replace in final location upon completion of the construction, and at your own cost and expense, maintain the roadbed and trackage.

We are attaching 4 prints each of Drawings Nos. 23939 and 24195, which is the Vicinity Map and Profile, and Plan and Elevation, respectively. These drawings will be used as exhibits in our Application for the PUC Order.

After reviewing the attached prints, will you please return one set of prints with your comments and approval noted thereon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

WCR:jr
Attachments

cc: Tom Edwards
Jack L. Sollis
F. W. Litchfield

RECEIVED
JAN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 15 1969
FOR

OREGON STATE
HIGHWAY DEPARTMENT

I-80N-6(45)256
7681

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 14, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon 97301

Attention: Herbert A. Schell, Jr.

Subject: La Grande Section
Old Oregon Trail Highway
West La Grande Interchange
Grande Ronde River Bridge
Bridge No. 8451A

Dear Sir:

Transmitted herewith are two prints each of our foundation data drawing to which the information for test hole #3 has been added. Also included are two copies of the drill log for this test hole.

We feel that the 13 feet of clay overburden shown substantiates our position, as outlined in our letter of December 16, 1968, regarding the location of Bent 5.

Your early consideration of this additional information and approval of the preliminary plans submitted on October 31, 1968, is hereby requested.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachments

cc: Tom Edwards
C. H. Nelson
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
JAN 13 1969
OFFICE OF
STATE HIGHWAY ENGINEER

EHS-T-5025 S.W. 72nd Ave.-S.W. Greenburg 197
(14) Rd. (Tigard) Sec., Pacific Hwy., W
#7682 (Revision of traf. signal)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. [illegible]

FORM [illegible] (REV [illegible])

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
6/19/75	cc - 1480		34-0603-299

CODE: TIGARDC

City of Tigard
City Hall
Tigard, Ore. 97223

MAKE CHECKS PAYABLE TO
THE OREGON STAYE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLINGS: Topics Project T-5025 (10) and EHS-T-5025 (14) S.W. 72nd Ave. - S.W. Greenburg Road City of Tigard Covered by agreement dated 9/21/71 Contract 7682			
Advance Deposit		5,600	
Amt Prev. Transferred		4,600	
Adv. to Highway			1,000.00
City Costs per attached sheet		5,789.12	
Less Amount Prev. Transferred		4,600.00	
BALANCE DUE FROM CITY			189.12

RECEIVED
COUNTY & CITY SECTION
JUN 23 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
DPE ☒ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

Form A [illegible]—(11-71)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
City of Tigard
City Hall
Tigard, Oregon 97223

Attention of Mr. Bruce Clark, Administrator

Request No. (assigned by staff engineer or head of section) CC-1480

Date June 2, 1975

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Topics Project T-5025 (10) and EHS-T-5025 (14)
S.W. 72nd Ave. - S.W. Greenburg Road
City of Tigard
Covered by agreement dated 9/21/71
Contract 7682

Itemized Statement: CLR-DT File No. 502514 Advance Deposit $5,600

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$5,600	
		Amount Previously Transferred	4,600	$1,000
		City Costs per attached sheet	5,789.12	
		Less Amount Previously Transferred	4,600.00	1,169.12
		BALANCE DUE FROM CITY		189.12

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution:

34-0603-299	$327.01
34-0608-299	862.11

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 5,600

Submitted by: Gary E. Zehner
Gary Zehner, Urban Program Engineer

Is this a partial or final request for billing? Final

Approved:
Richard Unrein, Urban Engineer
Regional Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 4,600

Approved: ☐ [illegible] ☐
Section Head or Staff Engineer

Give the number of the last previous request in connection with this same service. CC 1340

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 2, 1975

CITY Tigard **Contract No.** 7682 **Date Completed** 6/8/72

PROJECT # EHS-T-5025 (14) T-5025 (10) **Section** S.W. 72nd Ave. - S.W. Greenburg Road

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payments to Contractor	$23,940.58
Construction Engineering	3,641.67
Preliminary Engineering	1,794.81
TOTAL PROJECT COST	$29,377.06
Federal Aid Funds Collected:	
Preliminary Engineering	$ 1,140.78
Construction	16,658.03
BALANCE	$11,578.25
City share per agreement dated 9/21/71:	
50% of $11,578.25	$5,789.12
City's advance deposit	5,600.00
BALANCE DUE FROM CITY	$189.12

Reference: Billing Form CC 1480

MEMORANDUM)
ARTMENT OF TRANSPORTATION
IAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER Final Voucher

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE
Oregon

FEDERAL AID PROJECT NO.
[redacted] TIGARD

VOUCHER PERIOD: FROM November 2, 1971 TO January 8, 1974

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
27,582.25	26,171. 30	63.65%	16,658.03	16,658.03	0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

0.00

V.E. Skoog, Controlle

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	SW 72nd AVE.-SW GREENBURG RD. (TIGARD) SECTION					
	WASHINGTON COUNTY					
	Construction					
	Type Code Y031					
	Traffic Signals (M.P. 7.94 to M.P. 8.95) (Contract 7682)					
	Final Contract Payment Summary		Lump Sum		$23,774.00	
	Permanent Traffic Lines		All Required		209.00	
	Total Construction Cost				$23,983.00	
	Construction Engineering					
	State		All Required		$ 2,398.30	
	Liquidated Damages					
	Final Contract Payment Summary		Lump Sum		$ (210.00)	
	Total Participating Cost				$26,171.30	
	Non-participating Items					
	Final Contract Payment Summary		Lump Sum		$ 153,96	
	Permanent Traffic Lines		All Required		13.62	
	Construction Engineering		All Required		1,243.37	
	Total Non-participating Cost				$ 1,410.95	
	TOTAL COST				$27,582.25	
	AMOUNT CARRIED FORWARD......					

GPO 914-021

Description

SW 72nd Ave

SUMMARY

```
[illegible] RD  CONT NO 7[illegible] & FA PROJ NOS T- [illegible]014 100
                          034  0608   201   00 P 1                                              23,7[illegible]
                          034  0608   201   00 N 1                                              [illegible]
                          034  0608   213   00 P 1                                              [illegible]
                          034  0608   278   02 P 1                                              [illegible]
                          034  0608   278   00 N 1                                              [illegible]
                          034  0608   298   00 N 9                              552.97          21,[illegible]
                          034  0608   298   00 N 9                              552.97CR        16,[illegible]
                          034  0608   273   00 N 9                                               4,[illegible]
                          034  0608   905   00 P 1                            1,126.35CR         2,[illegible]
                          034  0608   550   00 N 1                            1,126.35           1,2[illegible]
                          034  0608   905   04 P 1                                                   2 [illegible]
                                      TOT      P1                             1,126.35CR        26,171.[illegible]
                                      TOT      N1                             1,126.35           [illegible]
                                 ** JOB TOTALS **                    **                 **      [illegible]

SW CANYON RD-SW 12TH ST     CONT NO      & FA PROJ NOS T-  525021 100
                          034  0609   298   00 N 9                                3.69         2,2[illegible]0.21CR
                          034  0609   298   00 N 9                                3.69CR       2,[illegible]0.21
                          034  0609   201   00 P 1                                 .59CR       2,54[illegible].10
                          034  0609   901   00 N 1                                 .59
                          034  0609   905   00 P 1                               10.56CR         875.71
                          034  0609   905   00 N 1                               10.[illegible]6

[illegible]IAL TO DATE JOB COST SUMMARY                                    APRIL 1975          PAGE   39

                                                                            FISCAL           GRAND TOTAL
[illegible]SCRIPTION OF JOB OR DEPARTMENT     PREFIX      FUNCTION  GR  CURRENT MONTH    YEAR TO DATE        TO DATE
                          034  0609   906   00 P 1                            [illegible]CR        123.56
                          034  0609   906   00 N 1
                          034  0609   914   00 P 1                            [illegible]CR         36.06
                          034  0609   914   00 N 1
                                      TOT      P1                                11.44CR        3,582.42
                                      TOT      N1                                11.44
                                 ** JOB TOTALS **                    **                 **      [illegible]
```

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date P
SU-563(2)	7540	503-1015	Country Club Rd - Harvey Way	405,890.70	8-27-7
S-588(1)	PE	531-1905	Clark Creek Br	6,991.60	
U-168(25)	7624	26-1042	Ross Island Br - Railway	24,7[illegible]58	
I-5-1(13)00	7273	15-1919	Neil Creek - Calif S.L.	272,8[illegible]37	
I-80N-3(58)108	7273	628-1052	Rufus to John Day	279,655.60	
I-80N-4(20)112	"	"	John Day River - Quinton	581,541.42	
I-80N-4(21)122	7399	611-1070	Quinton - Arlington	994,019.98	
I-80N-5(38)146	"	"	Willow Creek	58,799.98	
I 5025(10)	PE	34-0603	[redacted]	1,140.78	
S-23-015(2) R/W	-		Snake River - Adrian Br	21,293.28	10-16-73
SU-441(9)	7480	520-1042	Pacific Hwy W. - N.W. Expressway	612,000.00	
SU-584(1)	7562	526-1041	SE Division St. (Gresham)	204,307.26	
SU-585(1)	7862	526-1041	257th Drive	58,008.82	
I-5-5(51)287	7683	634-1056	Stafford Rd Inter	51,937.92	
I-80N-2(49)6 RW			?		
I-80N-3(60)109	7626	628-1053	Rufus Inter	38,791.65	
I-80N-5(36)206	7422	630-1013	W & S Pendleton Inter	159,113.74	
I-80N-6(44)212	7366	631-1068	McAlister Lane UnderX	519,86[illegible].41	
F-205-7(21)3.13	7625	626-1044	NE Marine - NE Holman	136,[illegible]14	
ER-277(1)	-	505-1064	Rocky Point	12,[illegible]905	
LSF-3(2) R/WS	-	3-0901	New Era - Canemah	75,521.12	

RECEIVED
COUNTY & CITY SECTION
NOV 20 1973
☐ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ [illegible]
☐ [illegible] ☐ [illegible] ☐ [illegible] ☐ [illegible] ☐

(MEMORANDUM) Final Voucher

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5025(10)

VOUCHER PERIOD: FROM 9-14-71 TO 11-12-71

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$1,794.81	$1,794.81	63.56%	$1,140.78	$1,140.78	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$0.00

V.E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS [illegible]
	S.W. 72ND AVE.-S.W. GREENBURG RD. (TIGARD) SECTION					
	WASHINGTON COUNTY					
	Preliminary Engineering Type Code P.E. Preliminary Engineering (Traffic Signal Revisions)					
	Preliminary Engineering	All	Required		$1,794.81	
	Total Preliminary Engineering Cost				$1,794.81	
	Total Participating Cost				$1,794.81	
	Total Cost				$1,794.81	
	AMOUNT CARRIED FORWARD......					

```
                                        TOT        P1
                                        TOT        M1
                               $$ JOB TOTALS $$           $$          $$   [illegible]

[illegible] PRE-[illegible] RD    CONT NO     # FA PROJ NOS T   526310 100
                                        [illegible]     [illegible] P 1
                                        [illegible]     [illegible] P 1
                                        TOT        P1
                                        TOT        M1
                               $$ JOB TOTALS $$           $$          $$   1,72[illegible]

TV HWY AT SE MINTER BR RD       CONT NO     # FA PROJ NOS T   514002 100
                                                                          5,0[illegible]
                                                                          3,6[illegible]
                                                                          1,7[illegible]
                                                                             97.
                                                                            [illegible]
                                                                              6
                                                                            636.
                                                                            711.
```

STATE COPY

71632

cc: OSHD (H S Coulter)
Region
Wash DC

Final Constr. Inspection
FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

1-7-74

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 5	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 1-7-74	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. EHR-H-5025(14)
COMPLETION DATE 9-13-72	ACCEPTANCE DATE BY CONTRACT AGENCY 2-27-73	TIME ELAPSED A-100 B-103 %	CONTRACT TIME A-150 CD B-240 CD
APPROVED EXTENSIONS None	LOCATION Between SE 72nd Ave. and SW Greenburg Rd. on Pacific Hwy west (US 99W) in the City of Tigard.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

NOTED
A. E. JOHNSON

S.W. 72ND AVE.-S.W. GREENBURG ROAD SECTION
PACIFIC HIGHWAY WEST
Traffic Signals

Work completed under this project consisted of revision and replacement of signals and signal equipment at four intersections on Highway 99W. All work was completed in reasonably close conformance with approved plans and specifications on September 13, 1972 at a final cost of $26,979.58 as compared to the authorized amount of $26,920.10. There were no overrun or underrun of original contract bid items. A total of 247 calendar days were used as compared to the contract time of 240 calendar days. Liquidated damages in the amount of $210 were assessed accordingly.

NOTED
H.S. COULTER

Project records indicate that all materials incorporated into the work met pertinent specification requirements.

RECEIVED
JAN 10 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JAN 9 1974
REFER TO
FOR

COPY SENT
JAN 08 1974
REGIONAL OFFICE

1-10-74
cy Const.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant W. N. Bryant Area Engineer		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engineer	DATE 1-7-74	TITLE District Engineer	JAN 08 1974

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

November 27, 1973

L. K. Comstock & Company, Inc.
P. O. Box 677
Albany, Oregon 97321

Gentlemen:

We have reviewed your request for an extension of seven days on Contract No. [illegible] for work on the S. W. 72nd Ave.-Greenburg Road Section of Pacific West Highway (Tigard) in Washington County.

Careful consideration was given to the reasons you submitted. In light of the available facts and provisions of the contract, this extension of time must be denied. Our records show that the four terminal cabinets for the Fred Meyer access and the Highway 217 interchange locations were installed on September 12 and 13, 1973. The latter date was therefore correctly regarded as the contract completion date.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skong
V. L. Gallagher
L. W. Rulien

JAB:fr cm

November 27, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT S. W. 72nd Ave.-Greenburg Road
Pacific Highway West
Contract No. [illegible]
Request for Time Extension

L. K. Comstock & Company, Inc., Kern Division, requests a seven-day extension of contract time. This project involved revision and replacement signal work at four intersections on Pacific West Highway in Tigard.

The contract was awarded December 23, 1971, and had two completion requirements. Contract time "a" (the early phase) allowed 180 days and included all work except installation of the new poles and spans at two intersections. Contract time "b" allowed 240 days and included all work to be done under the contract. The early phase was considered completed just within the time allowed, and the over-all completion was September 13, 1972, with seven days liquidated damages accrued at $30 per day.

The contractor states as justification for this request that the only work done after time "b" had expired was repair work by a supplier on defective equipment. This statement is in error because four terminal cabinets were installed on September 12 and 13, 1972, at which time the day count was stopped at 247 days. Since the terminal cabinets were part of the original project, time should be charged for their installation. I have therefore denied the request for extension.

This matter will be included in the report on time extensions on the agenda for your information at the December 19 meeting.

BC: C. W. Head
George [illegible]ldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. H. Young
L. W. Rulien
V. L. Gallagher
[illegible]y Sund
R. E. Whipps

JAB:fr cm

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1973

SUBJECT: S.W. 72nd Ave.-Greenburg Road
Pacific Highway West
Contract No. 7682
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

John A. Bond

FROM: John A. Bond
Construction Administration Engineer

L. K. Comstock & Company, Inc., Kern Division, requests a 7-day extension of contract time from September 6, 1972 to September 13, 1972. This contract was awarded December 23, 1971 and had two "contract times".

The project involved revision and replacement signal work at four intersections on Pacific West Highway in Tigard. Contract time "a" (the early phase) allowed 150 days and included all work except installation of the new poles and spans at two intersections. Contract time "b" allowed 240 days and included all work to be done under the contract. The early phase was considered completed just within the time allowed. The over-all completion was September 13, 1972 with 7 days liquidated damages accrued at $30 per day.

The contractor states, as justification for this request, that the only work done after time "b" had run out was repair work by a supplier on defective equipment. This statement is in error because four terminal cabinets were installed on September 12 & 13, 1972 at which time the day count was stopped at 247 days. Since the terminal cabinets were part of the original project, time should be charged for their installation. Engineering cost overran over $900. The record indicates to me that we were quite generous in recording the completion dates for both the "a" and "b" phases. I therefor concur in the region recommendation that this request be denied.

Rough draft letters to the Commission and contractor are attached.

JAB:fr
Attach.
cc: V. L. Gallagher

RECEIVED
NOV 19 1
Office of
[illegible]

B-220 (Rev.)—6M—9-65

OREGON STATE HIGHWAY COMMISSION

# Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 8/27/73, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 240 days to 247 days, within which to complete our Contract No. 7682, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(SEE ATTACHED PAGE)

Respectfully submitted,
L. K. COMSTOCK & CO., INC.
KERN DIVISION
Contractor

By Office Manager

CONSENT OF SURETY

Date September 7th, 1973

We, SEABOARD SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Eleanor Doudera
Attorney in fact
ELEANOR DOUDERA

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7682 Contractor Kern Electric Co., a Division of Consolidated Comstock Co., Inc.

Highway Pacific Highway West

Section S. W. 72nd Avenue - Greenburg Road (Tigard)

Kind of Work Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or [redacted] The reasons for such recommendation are as follows:

Contrary to the statement by the contractor, our records indicate that additional work was performed after September 6, 1972, In the installation of four terminal cabinets. On September 13, upon installation of the cabinets, the calendar day count was stopped.

Recommended for Approval:

Division Engineer

John A. Bord Eng.

Construction ~~Engineer or Bridge Engineer~~

John Jenkins
Acting Ast.

State Highway Engineer

Contract No. 7682

Project designation EHS T 5025 (14)
State-Federal

Date awarded December 23, 1971

Work started March 28, 1972

Per cent completed 100% 9-13-72
Date

No. of Workdays Allowed 240

No. of Workdays Used 247

No. of Added Workdays Requested 7

STATE OF NEW YORK }
COUNTY OF Kings } ss.:

On the 7 day of Sept in the year 1973 before me personally came ELEANOR DOUDERA to me known, who, being by me duly sworn, did depose and say that he resides in BROOKLYN N. Y. N. Y.; that he is the Attorney-in-Fact of the **SEABOARD SURETY COMPANY**, the corporation described in and which executed the above instrument; that he knows the seal of said corporation; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order; and the affiant did further depose and say that the Superintendent of Insurance of the State of New York, has, pursuant to Section 327 of the Insurance Law of the State of New York, issued to Seaboard Surety Company his certificate of qualification, evidencing the qualification of said Company and its sufficiency under any law of the State of New York as surety and guarantor, and the propriety of accepting and approving it as such; and that such certificate has not been revoked.

Frances Barba
Notary Public

FRANCES BARBA
NOTARY PUBLIC, State of New York
No. 24-5172518
Qualified in Kings County
Commission Expires March 30, 1974

Form 860

SEABOARD SURETY COMPANY

HOME OFFICE: NEW YORK, N. Y.

Financial Statement—June 30, 1972

ASSETS

*Stocks and Bonds . . .	$59,943,894.89
Cash in Office and Banks	1,598,631.40
Accrued Interest	313,473.54
Outstanding Premiums . .	755,545.76
Accounts Receivable . . .	864,649.82
Total Admitted Assets .	$63,476,195.41

LIABILITIES

Reserve for Unearned Premiums . . .	$12,024,639.00
Claim Reserves	6,580,702.00
Other Reserves	7,439,984.30
Capital Stock	2,500,000.00
Surplus	34,930,870.11
Total Liabilities	$63,476,195.41

* Bonds and Stocks are valued on basis approved by National Association of Insurance Commissioners. Securities carried at $2,255,307.09 in the above statement are deposited for the purposes required by law.

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

I, H. M. FROST, President of SEABOARD SURETY COMPANY, do hereby certify that the foregoing is a full, true and correct copy of the Financial Statement of said Company, as of June 30, 1972.

IN WITNESS WHEREOF, I have signed this statement at New York, New York, this 7 day of Sept, 1973

1927

H M Frost
President

Form 157

Certified Copy

SEABOARD SURETY COMPANY

HOME OFFICE

NEW YORK, NEW YORK

No. 6964

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS: That SEABOARD SURETY COMPANY, a corporation of the State of New York, has made, constituted and appointed and by these presents does make, constitute and appoint Walter J. Brooks or Eleanor Doudara or Richard F. Ferrucci or James F. Joyce or James A. Lee or William F. Mullen, Jr. or Edward F. Munson or Wm. R. Towne, II or Michael A. Verdrose,--

of Brooklyn, New York,

its true and lawful Attorney-in-Fact, to make, execute and deliver on its behalf insurance policies, surety bonds, undertakings and other instruments of similar nature as follows: Without Limitations.

Such insurance policies, surety bonds, undertakings and instruments for said purposes, when duly executed by the aforesaid Attorney-in-Fact, shall be binding upon the said Company as fully and to the same extent as if signed by the duly authorized officers of the Company and sealed with its corporate seal; and all the acts of said Attorney-in-Fact, pursuant to the authority hereby given, are hereby ratified and confirmed.

This appointment is made pursuant to the following By-Laws which were duly adopted by the Board of Directors of the said Company on December 8th, 1927, and are still in full force and effect:

ARTICLE VIII, SECTION 1:

"Policies, bonds, recognizances, stipulations, consents of surety, underwriting undertakings and instruments relating thereto. Insurance policies, bonds, recognizances, stipulations, consents of surety and underwriting undertakings of the Company, and releases, agreements and other writings relating in any way thereto or to any claim or loss thereunder, shall be signed in the name and on behalf of the Company

(a) by the President, a Vice President or a Resident Vice President and by the Secretary, an Assistant Secretary, a Resident Secretary or a Resident Assistant Secretary; or

(b) by an Attorney-in-Fact for the Company appointed and authorized by the President or a Vice President to make such signature; or

(c) by such other officers or representatives as the Board may from time to time determine.

The seal of the Company shall if appropriate be affixed thereto by any such officer, Attorney-in-Fact or representative."

IN WITNESS WHEREOF, SEABOARD SURETY COMPANY has caused these presents to be signed by its Vice-President, and its corporate seal to be hereunto affixed and duly attested by its Assistant Secretary, this 18th day of August, 19 72

SEABOARD SURETY COMPANY,

By W. S. Wehrell

Vice-President

Attest:

(Seal) Richard H. Lewis

Assistant Secretary

STATE OF NEW YORK }
COUNTY OF NEW YORK } ss.:

On this 18th day of August, 19 72, before me personally appeared W. S. Wehrell Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York, No. 24-7104540
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1974

Violet Johnson

Notary Public

(Seal)

CERTIFICATE

I, the undersigned Assistant Secretary of SEABOARD SURETY COMPANY do hereby certify that the original Power of Attorney of which the foregoing is a full, true and correct copy, is in full force and effect on the date of this Certificate and I do further certify that the Vice President who executed the said Power of Attorney was one of the Officers authorized by the Board of Directors to appoint an attorney-in-fact as provided in Article VIII, Section 1, of the By-Laws of SEABOARD SURETY COMPANY.

This Certificate may be signed and sealed by facsimile under and by authority of the following resolution of the Board of Directors of SEABOARD SURETY COMPANY at a meeting duly called and held on the 25th day of March 1970.

"RESOLVED: (2) That the use of a printed facsimile of the corporate seal of the company and of the signature of an Assistant Secretary on any certification of the correctness of a copy of an instrument executed by the President or a Vice President pursuant to Article VIII, Section 1, of the By-Laws appointing and authorizing an attorney-in-fact to sign in the name and on behalf of the company surety bonds, underwriting undertakings or other instruments described in said Article VIII, Section 1, with like effect as if such seal and such signature had been manually affixed and made, hereby is authorized and approved."

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to

by its Vice-President, and its corporate seal to be hereunto
retary, this 18th day of August, 19 72

Attest:

SEABOARD SURETY COMPANY,
By W. S. Wehrell
Vice-President

(Seal) Richard H. Lewis
Assistant Secretary

STATE OF NEW YORK
COUNTY OF NEW YORK } ss.:

On this 18th day of August, 19 72, before me personally appeared W. S. Wehrell Vice-President of SEABOARD SURETY COMPANY, with whom I am personally acquainted, who, being by me duly sworn, said that he resides in the State of New Jersey; that he is Vice-President of SEABOARD SURETY COMPANY, the corporation described in and which executed the foregoing instrument; that he knows the corporate seal of the said Company; that the seal affixed to said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said Company; and that he signed his name thereto as Vice-President of said Company by like authority.

State of New York, No. 24-7104540
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1974

Violet Johnson
Notary Public

(Seal)

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IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Company to these presents this 7 day of Sept., 19 73.

1927

Karen Hayes
Assistant Secretary.

Form 957 (Rev. 7-71)

Attachment to OSHD Form
EE-320 (Rev.) 5M-9-64

The only time that was spent on this contract after September 6, 1972 was for repair work on the time clock at the Fred Meyer Access Controller. We were notified on August 21, 1972, by the Resident Engineer that the time clock was defective. Our Supplier was extremely slow in correcting the fault due to difficulties with their Supplier.

Numerous phone calls were made to Harlan Baxter, % Eagle Signal Co., in Bellevue, WA to get the system operating in a manner satisfactory to the Oregon State Highway Division.

STATE COPY

[illegible] 4-64	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY Washington
MODIFICATION NUMBER 1	4-24-73	PROJECT NUMBER EHS-T-5025(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 20, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,862	$ 27,083
Federal Funds	$ 16,435	$ 17,211
Other revisions		

This modification is made for the following reasons:

To include additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24th day of April, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Vernon V. Cusack
Acting (Division Engineer)
Vernon V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO [illegible]

Federal-aid Project
No. EHS-T-5025(14)

Oregon State Highway Division

S.W. 72ND AVE.-S.W. GREENBURG RD. (TIGARD) SECTION

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

Salem, Oregon, April 13, 1973

Revised Project Agreement Estimate.

Type Code Y031
Traffic Signals (MP 7.94 to MP 8.95)

Temporary Protection and Direction of Traffic	All Required	$ 1,111.00
Traffic Signal Installation, Complete	All Required	22,200.00
		$23,311.00
Flagging (60% of Contractor's Cost)	All Required	$ 344.95
PA #2 Furnish and Install Temporary Cabinet	Lump Sum	174.61
SFO#1 Furnish and Install Signal Monitors	All Required	515.00
SFO#2 Permanent Striping	All Required	276.00
		$ 1,310.56
	Subtotal	$24,621.56
	10% Engr. & Cont.	2,461.44
	Total	$27,083.00

Length of Project - - - - - 0.00 Mile

Federal Funds	$17,211.00
State Funds	4,936.00
Other Funds	4,936.00
Total	$27,083.00

Group 1 - 100%
Contract No. 7682
Prefix No. 34-0608

Form Approved; O.M.B. No. 04-R2080

STATE COPY

MONTHLY TRANSACTION NO. 1622 1-83	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	TE Oregon
	FEDERAL-AID PROJECT AGREEMENT *(PPM 21-7)*	COUNTY Washington
PROJECT REPORT NO. 3	1-20-72	PROJECT NO. EHS-T-5025(14)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99W S.W. 72nd Ave. to Greenburg Road (Tigard)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	11-12-71	0.00
CONSTRUCTION		
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT $ 25,862	FEDERAL FUNDS $ 16,435

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. T. Kinder

Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By S. L. Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer JAN 20 1972

PAGE 1

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. EHS-T-5025(14)

S.W. 72ND AVE.-S.W. GREENBURG RD. (TIGARD) SECTION

PACIFIC HIGHWAY WEST IN WASHINGTON COUNTY

Salem, Oregon, January 12, 1972

Project Agreement Estimate

Type Code Y031
Traffic Signals (MP 7.94 to MP 8.95)

Temporary Protection and Direction of Traffic	All Required	$ 1,111.00
Traffic Signal Installation, Complete	All Required	22,200.00
		$ 23,311.00
Flagging (60% of Contractor's Cost)	All Required	200.00
	Subtotal	$ 23,511.00
	10% of Engr. & Cont.	2,351.00
	Total	$ 25,862.00

Length of Project - - - 0.00 mile

Federal Funds	$16,435.00
State Funds	4,713.50
Other Funds	4,713.50
Total	$25,862.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7682

Prefix 34-0608

5

7682

March 3, 1973

L

Seaboard Surety Company
315 Montgomery Street
San Francisco, California 94104

Gentlemen:

On February 26, 1973, we wrote to you concerning release of final payment on Contract No. [illegible] awarded to Ross Electric Company, A Division of Consolidated Comstock Company, Inc., for traffic signals on the S. W. 72nd Avenue and S. W. Greenburg Road Section in the City of Tigard on the Pacific Highway West in Washington County.

Final payment on this contract is $1,486.37 and the total contract amount is $28,717.98 including $366.93 for work performed under force account.

Very truly yours,

C. W. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

hs

cc Seaboard Surety Company
90 William Street
New York, New York 10038

Ross Electric Company
A Division of Consolidated
Comstock Company, Inc.
134 West 9th
Albany, Oregon 97321

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Isaak
L. W. Rulien

February [illegible]

To: Oregon State Highway Commission

From: F. B. Klaboe
State Highway Engineer

Subject: Highway Project Acceptance

Contract No. [illegible] Work Completed [illegible]

Project [illegible]

Highway [illegible] County [illegible]

Type of Work [illegible]

Contractor [illegible]

Recommended Acceptance Date [illegible]

The contractor has completed all work according to specifi- cations and I recommend your acceptance of the project. [illegible]

This item will be on the agenda of the Commission meeting on [illegible] for your formal [illegible].

[illegible]

cc: C. W. Wood
[illegible] Johnson
[illegible]
[illegible]
[illegible]

76-82

"FINAL REPORT"

OREGON STATE HIGHWAY DIVISION

ELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S. W. 72nd Ave. - Greenburg Road (Tigard)

WEEK ENDING: February 17, 1973

SECTION PREFIX: [illegible] 34-0608

HIGHWAY: Pacific Highway West

COUNTY: Washington

KIND OF WORK: Traffic Signal Installation

ME OF JOB: S. W. 72nd Ave. - Greenburg Rd.

CONTRACT NUMBER: 7682

FEDERAL AID PROJECT NUMBER: EHS T 5026 (14)

TRACTOR: Kern Electric

DATE WORK STARTED: March 23, 1972

ESTIMATED COMPLETION DATE:

E OF CONTRACT: December 23, 1971

SPECIFIED WORK DAYS:

WORK DAYS USED:

ERAGE FORCE ON PROJECT FOR THE WEEK N 0 SUPERVISION 0

SPECIFIED CALENDAR DAYS a)150 b)240

CALENDAR DAYS USED a)150 b)247

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: a) 100 b) 103

AUTHORIZATION: $ 26,920.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

XCLUSIVE OF ENGINEERING: $ 24,869.00

ENGINEERING AUTHORIZATION: 2,351.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

TIMATED COST OF COMPLETED JECT EXCLUSIVE OF GINEERING: $ 24,508.90

ENGINEERING COST TO DATE: 2,470.62

DATE PROJECT WAS COMPLETED: September 13, 1972

STIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 0.25 %

PERCENT OF AUTHORIZATION: 105.1

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11	Fair	0		
MONDAY 12	Cloudy	0		
TUESDAY 13	Cloudy	0		RECEIVED
WEDNESDAY 14	Cloudy	0		
THURSDAY 15	Cloudy	0		
FRIDAY 16	Fair	0		
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	No activity this week
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project Complete ---- Semi-Final submited February 13, 1973.

This Will Be The Final Report.

Construction 2
Traffic
Region
file

SIGNED
Howard R. [illegible]

LOCATION Portland

RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE [illegible]

OREGON STATE
HIGHWAY DEPARTMENT

FORM A-190 (3-66)

HIGHWAY DEPARTMENT INVOICE

NO. 110101

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-72	cc 1940		34-0608-299

City of Tigard
City Hall
Tigard, Oregon 97223

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Stephen M. Telfer, Admin.			
Advance Deposit			$ 5,600.00
Partial transfer of advance deposit for construction of the SW 72nd Ave.-SW Greenburg Road Section of the Pacific Hwy. West TOPICS Project. Contract # 7652			
Covered by agreement dated 9-21-71			$ 4,600.00
to be retained			$ 1,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

By

OREGON STATE HIGHWAY DIVISION

Form A-181--(7-63)
[illegible]

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:

CITY OF TIGARD
CITY HALL
TIGARD, OREGON 97223

Attention of Stephen M. Telfer, Admin.

Request No. (assigned by staff engineer or head of division) CC 1340

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5025(10)

Itemized Statement:

Advance Deposit $5,600

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of the S.W. 72nd Ave.-S.W. Greenburg Road Section of the Pacific Hwy. West TOPICS Project. Contract #7682. Covered by agreement dated 9/21/71. TO BE RETAINED		4,600 $1,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 5,600

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

34-0608-299

Submitted by:

Richard Bladorn RICHARD BLADORN

Approved:

Division Engineer

Approved:

Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7682

HIGHWAY BUILDING • SALEM, OREGON • 97310

STATE HWY ENGR
OCT 17 '72
REFER TO
FOR

TO G. L. Green, Acting Division Engineer
~~RXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX~~
Federal Highway Administration

DATE September 25, 1972

Federal-aid Project
No. EHS-T-5025(14)

FROM L. H. Young
Programing Engineer

Cy-Const. 10-19-72

SUBJECT Request Contract Acceptance

NOTED
A. E. JOHNSON

Contract 7682, Work Completed September 13, 1972

Project SW 72nd Ave.-SW Greenburg Rd. (Tigard)

Highway Pacific Highway West

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date October 3, 1972 10-3-

None

Conditions not acceptable:

NONE

for G. L. Green
Acting Division Engineer

10-19-72

Cl Young

FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: August 10, 1972

In reply refer to: 10-35-DA

FROM : Mr. G. L. Green, Acting Division Engineer

Salem, Oregon

Malach

SUBJECT: Oregon Project EHS-T-5025(14)
S.W. 72nd Ave. - S.W. Greenburg Rd.
State Force Order No. 2
Total Estimated Amount of the Order - $276.00
Federal Participation - $165.60

Reference is made to Mr. Young's letter of 8-4-72, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.
2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $276.00 with Federal participation of $165.60.

Enclosure

8-15-72

Young

RECEIVED
AUG 14 1972

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

G-11

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work - 2

APPLYING TO CONTRACT PROJECTS

[illegible] 7-[illegible]
Contingent upon [illegible]
[illegible] agreement if [illegible]

Dist Engineer

DATE 8-11-72

Order No. 1

FEDERAL HIGHWAY ADMINISTRATION

Project Name S. W. 72nd Ave-S.W. Greenburg Rd(Tigard) Date June 19, 1972

Highway Pacific Highway West Contract No. 7682 F. A. Project No. EHS-T-5025(

County Washington Prefix 34-0608 Account No. 276-1

Description of Work To Be Done:

Furnish and install signal monitors at intersections of Pacific Highway West and Fred Meyer Access, Southbound off Ramp, S. W. Hall Blvd. and S. W. Greenburg Road.

Location by Station Numbers:

Throughout project

Estimate of Quantities and Costs:

Furnish and Install Monitor at Fred Meyer Access	$200.00
at Southbound off Ramp	75.00
at S. W. Hall Blvd.	120.00
at S. W. Greenburg Road	120.00
Total	$515.00

Explanation:

Signal monitors not included under contract. Installation requested by Traffic Division.

INSTRUCTIONS

Submit a separate order for each piece or item of state force work to be undertaken. Use the [illegible] number applying to that [illegible] as indicated in the account numbers assigned to state force work on contract jobs. Two copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 26,920.00
Present estimate of project cost, including $ 515.00 for work under this order	$ 26,920.10
Expected under-run / over-run (amount)	$ -0-
Expected under-run / over-run (per cent)	-0-

Space to right of this line is for use of Salem Office

Submitted by: Howard [illegible] Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: Deputy State Highway Engineer or Assistant State Highway Engineer or [illegible]

State Printing

MAY 17 1972

4-24-72

OSHD (Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☒ Contact ☐ Project Stage * ☐ Statewide Inspection in-Depth

Region No. 10	Report No. 1	County Washington	Division Oregon
Date of Inspection 4-24-72	Inspection Made By W. N. Bryant, Area Engineer		Project No. EHS-T-5025(14)

In Company With
Howard Harris, Resident Engineer, OSHD

Location
Project is located between SE 72nd Ave and SW Greenburg Road on the Pacific Highway West (US 99W) in the City of Tigard

Contractor Name and Address
Kern Electric Co., 136 W. 9th, Albany, Oregon

Award Date 12-23-71	Contract Amount 23,311.00	Time Allowed (CD) a)150 b)240	Time Started 1-11-72	Work Started 3-28-72
Quality of Work Satisfactory	Progress of Work Satisfactory	Time Elapsed a)64 b)40 %	Work Completed 9	

Roadbed (Width) NA (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Traffic Signals	Y031	0.00	-	-	-

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
-	-	-

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

5-17-72
Johnson

S.W. 72nd AVENUE - S.W. GREEN BURG ROAD SECTION
PACIFIC HIGHWAY WEST
Traffic Signals

Work to be completed under this project consists of revision and replacement of signals and signal equipment at four intersections on Highway 99W in the City of Tigard.

To date the messenger cable and control cable has been installed. No additional work is anticipated until signal equipment arrives on the project. The delivery date is not known at this time.

All materials incorporated into the work todate have been inspected and found to meet specification requirements.

EEO Requirements

Project records indicate that the contractor has appointed Mr. Phil Stuck as the company EEO officer and that a meeting with all supervisory personnel was held on 1-26-72 at which time the company EEO policies were discussed in detail.

(more)

MAY 15 1972
REGIONAL OFFICE

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

No EEO reports have been submitted to date since the only work accomplished was by a subcontractor whose subcontract is for less than $10,000.

The required EEO posters and wage rate posters have not been posted on the project to date. However, the prime contractor has indicated that they are displayed in his office and will be displayed in his field office at the project site when he begins work.

February 24, 1972

[illegible] Company
A [illegible] of Consolidated [illegible] Co., Inc.
[illegible]
[illegible]

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> Contract No. [illegible] for traffic signals
> on S. W. [illegible] and S. W. Greenburg
> Road in Tigard of the Pacific Highway
> [illegible] in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc [illegible] Surety Company
[illegible]
San Francisco, California [illegible]

[illegible] Surety Company
[illegible]
New York, New York [illegible]

bc F. D. Morgan
Walt Hart
L. H. Young
Attn: [illegible] Gallagher
L. W. Rulien
Arvey Nelson

December 23, 1971

Mr. Stephen M. Telfer
Administrator
City Hall
Tigard, Oregon 97223

Re: TOPICS Project T-5025(14)
S.W. 72nd Avenue-S.W. Greenburg
Road Section
Pacific Highway West

Dear Mr. Telfer:

This will acknowledge receipt of the City's check #2136 in the amount of $5,600 which is the amount required as an advance deposit for the subject project.

The contract for this project is now clear for award.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

bc: F. B. Klaboe
F. B. Crandall
L. H. Young
L. W. Rulien
V. E. Skoog

Check #2136 for $5,600
Rec'd. 12/23/71 by

December 23, 1971

Kern Electric Co.
A Division of Consolidated Comstock Co., Inc.
1[illegible]6 West 9th Street
Albany, Oregon 97321

Gentlemen:

The State Highway Commission on December 20, 1971, accepted your proposal for revision of existing traffic signals on S. W. 72nd Avenue and S. W. Greenburg Road in Tigard, Washington County, for the sum of $[illegible] and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration and the City of Tigard is received and the City deposits $[illegible],600.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 7[illegible]2.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan Merchant
L. W. Rulien
Arvey Nelson
Wm. Geibel (SAIF)

RECEIVED
DEC 3 - 1971
FOR FILING

EHS-T-5225(14)
7682

December 3, 1971

Oregon State Highway Commission

Gentlemen:

SW 72nd –
[illegible] Rd.

Bids will be taken December 16, 1971 on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Stafford Road Interchange, Pacific Highway.
   Illumination Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Neil Creek Section, Pacific Highway.
   Slide Correction Project

   No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

3. Sandy River-Multnomah Falls Section, Columbia River Highway.
   Safety and Overlay Project

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

4. Arlington Interchange Section, Columbia River Highway.
Landscape Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

5. Deadmans Pass Safety Rest Area, Old Oregon Trail Highway.
Rest Area Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

6. Meacham-Hilgard Interchange, Old Oregon Trail Highway.
Safety and Overlay Project

No footpaths or bicycle trails planned for this project because of its isolation and the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

7. La Grande Section, Old Oregon Trail Highway.
Structure Project

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

8. Unit A, Portland City-wide Traffic Signals, Various City Streets.
Traffic Signal Project

Footpaths and bicycle trails will not be established under this project as per Section 2(2)(c), which states that footpaths and

trails are not required to be established where "...other available ways or other factors indicate an absence of any need for such paths and trails."

9. Powell Boulevard at Hood Avenue (Gresham), Mt. Hood Highway.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

10. SW 72nd Avenue-SW Greenburg Road (Tigard) Section, Pacific Highway West.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

11. Cascade Highway at Pearl Street & Warner Milne Road (Oregon City), Cascade Highway.

Sidewalks are being provided on this project.

12. Pilot Butte Canal (Deschutes Station) Bridge Section, FAS 325.
Structure Project.

No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

13. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway.

This is a project to construct a bicycle route.

If you have any question or wish to make any change in the concept as outlined, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
Victor Wolfe

DES:mc kw

12/2/71

RECEIVED DEC 21 1971 FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. ENS-T-5025(14)
		SECTION SW 72ND AVENUE - SW GREENBURG RD. SECTION
		COUNTY NAME WASHINGTON
	ITEM NO. T-378	PROGRAM STAGE (Check) ☐ 1 ☒ 2

FHL -
T 5025 (1-1)
7682

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-6-71
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
NOVEMBER 12, 1971	NOVEMBER 12, 1971	PRIMARY ROUTE #9
		STATE ROUTE NUMBER PACIFIC HIGHWAY WEST ROUTE 1W

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) CONTRACTOR'S FLAGGING $200.00
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 10, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-1-71		DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

11-5-71

[illegible]PORTAT[illegible] FEDERAL HIGHWA[illegible] ADMINI[illegible]TION

RECEIVED NOV 10 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

~~FOR FILING~~

		T-5025(10) STATE PROJECT NO. SW 72nd Ave.-SW Greenburg Road Section
	PROGRAM NO.	COUNTY NAME Washington
FROM: R. E. Simpson, Division Engineer Salem, Oregon	ITEM NO. T-37	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

TO:

[illegible]-5025(14)

[illegible]

Mr. R. L. Porter
State Highway Engineer
Salem, Oregon

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE November 5, 1971	FEDERAL ROUTE NUMBER Primary Route #9 STATE ROUTE NUMBER Pacific Highway West Route 1W

GENERAL LOCATION:

On US 99W in Tigard

GENERAL DESCRIPTION OF WORK:

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Young
11-8-71

DATE 11-5-71	SIGNATURE OF APPROVING OFFICIAL	TITLE Division Engineer

[illegible] OF FORM PR-[illegible] (REV. 6-68) [illegible] WILL BE USED

RECEIVED
NOV 10 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 4, 1971

In reply refer to: 08-35-FA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project T-5025(10) TOPICS
SW 72nd Ave.-SW. Greenburg Road Section
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the subject TOPICS project as requested in Mr. Klaboe's October 20 letter.

NOTED
F. B. KLABOE

orig to Young
copy to Cox
11-8-71

RECEIVED
NOV 8 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

11-2-71

TRANSACTION NUMBER 11-27

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-2-71

BY (Signature): Mr. Young's October 27, 1971 PR-9

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☑ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): LOCATION	WORK
37-B	EHS-T-5025(14)	0.0	25,500	16,200	S.W. 72nd Ave. - S.W. Greenburg Road Section (Tigard)	Revision of four Traffic Signals.

Orig to Young
11-4-71

RECEIVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

NOTED
TOM EDWARDS

RECEIVED
1971
DATE
7682

RECOMMENDED
SIGNATURE AND TITLE

DATE: 11-2-71

APPROVED
SIGNATURE AND TITLE: R. E. Simpson, Division Engineer

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 937-

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1971
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ DE
☑ DPE ☑ CE ☑ RE ☑ RPE ☐

REQUES
OF INDIVIDUAL P
(PPM

MONTHLY TRANSACTION NO. 11-29

FORM PR-9
(REV. 6-61)

DATE SUBMITTED TO W.O. NOV 2 1971

11-2-71

CARD 2	REPORT NUMBER (19) (20) 3	PROJECT LOCATION (45 typewriter spaces) 21 66 US 99W ~~S. W.~~ 72nd Ave to Greenburg Rd. (Tigard)	ADT 22,000	FUTURE (66) 38,000

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62 P. E. and Traffic Signals	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73 A1

CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS		COUNTY NAME
	NAME OF URBAN AREA 17-31 Portland	F.A. SYSTEM Primary and Primary Type II	

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL
1	[illegible]	16	41	42	43 - 46	50					(54) (58)	(59)
5					PE ROW CONST (Safety)		ITEM AS NOW PRO-GRAMED	37	T-5025(10)	US 99W SW 72nd Ave. to Greenburg Road (Tigard) "SW 72nd Ave. -SW Green-burg Rd. (Tigard) Section"	0.0 0.0	2,0 25,5
										PROJECT TOTAL	0.0	27,5
5					PE (Safety) ROW CONST		RE-QUESTED REVISION	37-A	T-5025(10)	(Same as above)	0.0	2,0
										PROJECT TOTAL	0.0	(16) 2,0

CARD 1 A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐

PROJECT WITHDRAWN ☐

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1971
☐ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ DE
☑ NPE ☑ CE ☑ RE ☑ RPE ☐

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

Rd. 65	ADT	22,000	FUTURE 38,000 (66) (70)	YEAR 91 (71) (72)	REGION 08 (74) (75)	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPR. CODE 077 4 6	ITEM NO. 37 (14) (15)

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

NO	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. *A1* 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) T- 14 23	NUMBER-AGR. NO. 5025(10) 7 13	POST MI. MI. (24) (26)	DESIG. 27

COUNTY NAME Washington — CODE 14 067

A. SYSTEM Primary and Primary Type II	RTE NO. T. P.	FEDERAL AID 9	STATE (32) 1W (36)	U.S. (37) 99W (41)

TERMINI	MILES	PROJECT COST TOTAL COST	 FEDERAL FUNDS	 STATE FUNDS	CHARACTER OF PROPOSED WORK
US 99W SW 72nd Ave. to Greenburg Road (Tigard)	(54) (58) 0.0	(59) (66) 2,000	(67) (76) 1,260	370 370 (City)	P. E. all phases; Revision of 4 traffic signals.
"SW 72nd Ave. -SW Greenburg Rd. (Tigard) Section"	0.0	25,500	16,200	4,650 4,650 (City)	
PROJECT TOTAL	0.0	27,500	17,460	10,040	
(Same as above)	0.0	2,000 (16) (23)	1,260 (24) (33)	370 370 (City)	Preliminary Engineering all phases. (Future: Revision of 4 traffic signals)
PROJECT TOTAL	0.0	2,000	1,260	740	

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV 4-61)

REQUES
OF INDIVIDUAL
(PF

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT		FUTURE (66)	

FOR MISCELLANEOUS FUNDS ONLY

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NAT'L. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73

COUNTY NAM

CARD 4	CLASS OF FEDERAL FUNDS [1]	
	NAME OF URBAN AREA 17-31	F.A. SYSTEM

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	TOTA (59)
1	(14-15)	16	41	42	43 - 46	53						
5					PE ROW CONST (Safety)		Re-quested Revision	37 B	EHS-T-5025(14)	US 99W SW 72nd Ave. to Greenburg Road (Tigard) "SW 72nd Ave. -SW Greenburg Rd. (Tigard) Section"	0.0	
										PROJECT TOTAL	0.0	
5					PE ROW CONST		RE-QUESTED REVISION					(18)
										PROJECT TOTAL		

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

REASON FOR CHANGE: To split project into tw phases and Item 37B, Project EHS-T-5 construction when authorized may be (o

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

PROGRAM REVISION REQUESTED

DATE OF INITIAL APPROVAL: July 14, 1971

DATE October 27, 1971

OTHER:

SIGNATURE

[illegible]
Program and Planning Engineer

DATE

SIGNATURE

TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

65	ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (15)

FOR MISCELLANEOUS FUNDS ONLY

FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 13	L PROJECTS ONLY POST MI. MI. (24) (26)	DESIG 27

COUNTY NAME

CODE 14

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32) (36)	U.S. (37) (41)	

PROJECT NUMBER	TERMINI	MILES (54) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
S-T- 25(14)	US 99W SW 72nd Ave. to Greenburg Road (Tigard) "SW 72nd Ave.-SW Greenburg Rd. (Tigard) Section"	0.0	25,500	16,200	4,650 4,650 (City)	Revision of 4 traffic signals.
	PROJECT TOTAL	0.0	25,500	16,200	9,300	
			(16) (23)	(24) (33)		
DRAWN	PROJECT TOTAL					

PR-1 for all

REASON FOR CHANGE: To split project into two separate projects as Item 37A, Project T-5025(10) P.E. All phases and Item 37B, Project EHS-T-5025(14) Revision of 4 traffic signals in order that the physical construction when authorized may be (over)

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
October 27, 1971	DATE	DATE NOV 2 1971
	SIGNATURE	SIGNATURE Original signed by R.
n and Planning Engineer	TITLE	TITLE

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☑ UC
☑ UPE ☐ CE ☒ RE ☐ RPE ☐

joint financing, show both classes of funds involved.

USCOMM-DC 40908-P

Reason for Change cont:

obligated under paragraph (a) "Emergency Highway Safety Program" of IM-30-5-71.

MONTHLY TRANSACTION NO. 11-27

DATE SUBMITTED TO W.O. NOV 2 1971

FORM PR-1
(REV. 6-61)

FE

10-27-71

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 99W S.W. 72nd Avenue to Greenburg Road (Tigard) 21 65	ADT	PRESENT 22,000

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signals 26 62	NATL. FOREST (63)	FH ROUTE NO. (66)	SUPV AGCY	DA CLASSIF.	DA AREA

CARD 4	CLASS OF FEDERAL FUNDS TOPICS
	NAME OF URBAN AREA Portland 17-31

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)
5					PE		US 99W SW 72nd Ave. to Greenburg Road (Tigard)		
5					ROW				
5	30			3	CONST (CODE) (Safety) Y-031	3	"SW 72nd Ave.-SW Greenburg Rd. (Tigard) Section"	0.0	25,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	25,500
1	14	PROGRAM APPROVAL DATES			(16) (23)

[illegible] 1971
FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

m PR-1
v. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

10-27-71

to Greenburg Road (65)	ADT	PRESENT 22,000	FUTURE 38,000 (66) (70)	YEAR 91 (71) (72)	REGION 08	STATE NAME Oregon	STATE CODE 35 (2) (3)	APPN CODE 077 (4) (9)	ITEM NO. 37-B (14)

FH ROUTE NO. (63) (62)	SUPV AGCY (66)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. EHS (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) EHS-T- 14 23	NUMBER 5025 (14) 7	SEQ. NO. 13	I. Projects Only POST MI. DESIG. (24) (26)

COUNTY NAME Washington			CODE 067 (15) (18)	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. P	FEDERAL-AID 9 (32)	STATE 1W (36)	U.S. 99W (37) (41)	

RMINI (description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
W 72nd Ave. urg Road	(54) (58)	(59) (66)	(67) (76)			Revision of 4 traffic signals.
ve.-SW Rd. (Tigard)	0.0	25,500	16,200	4,650	4,650 (City)	ROW-100' min.; Acc Control-partial; Park. Restrictions- none.
PROJECT TOTALS	0.0	25,500 (16) (23)	16,200 (24) (33)	4,650	4,650 (City)	

RECEIVED
COUNTY & CITY SECTION
NOV 4 - 1971
☐ ENGR. ☑ COOR. ☐ ☐ AE ☐
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

REMARKS Additional Data: Item 37-A, Project T-5025 (10)

(Over)

USCOMM DUSCOMM-DC 48908-P

SW 72nd AVE.-SW GREENBURG ROAD (TIGARD) SECTION
PROJECT NO. EHS-T-5025 (14)

Existing Facility: Pacific Hwy. West (US 99W) - 44' pavement (4 lanes) with 4' median and 8' shoulders.

Adjacent Facility: (US 99W) - North and South: Same as above-described facility.

Project Data: The proposed work is as follows:

Revise four existing actuated traffic control signals, on Pacific Highway West, to pretimed interconnected traffic control signal installations.

NOTE: Signals to be revised are at Fred Meyer access (near SW 72nd Ave.), at the southbound off-ramp of the Beaverton-Tigard Hwy., at the Beaverton-Tualatin Hwy., and at SW Greenburg Road.

The above proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that this section of highway has a potential and actual hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that this section of highway has experienced a high number of accidents. Pretiming these four traffic signals will afford better progression of traffic, reduce congestion, and improve entrance onto US 99W from non-signalized intersections, within this section of highway, because of improved spacing of through traffic enabled by pretimed signals, thereby reducing substantially the number of accidents occurring along this section of hwy.

The project qualifies as an EHS Project under IM-30-5-71 paragraph (a) "Emergency Highway Safety Program".

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IM-30-5-71
n".

Additional Right-of-Way: None required.

System Action: Tentative Type II System has not been submitted. Entire Portland Urban Area Type II System being compiled and will incorporate or connect the FA Primary System into the final Type II System.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as entire project is within existing right-of-way.

Route Data: FAP 9, FAS 622, FAS 628.

State Clearinghouse Approval: Exempt from review and comment under working agreement dated April 28, 1970.

District 2 Clearinghouse (CRAG) Approval: Exempt from review and comment under working agreement dated September 18, 1970.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on Federal-Aid Primary System.

RECEIVED
OCT 26 1971
CITY OF TIGARD

October 22, 1971
(date)

Mr. Stephen M. Telfer
City Administrator
City Hall
Tigard, Oregon 97223

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Pacific Highway West (Safety/TOPICS)

Section SW 72nd Avenue-SW Greenburg Road: Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION

10/26/71
(date)

By SM Telfer
CITY ADMINISTRATOR

By
Commissioner

By
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
OCT 21 1971
FOR FILING

October 20, 1971

Mr. R. E. [illegible]
Division Engineer
Federal Highway Admin.
P. O. Box [illegible]
Salem, Oregon [illegible]

Location/Design Approval
SW 72nd Ave.-SW Greenburg Rd. (Tigard)
Signals
Project T-5025(10) Safety
Pacific Highway West
Washington County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the subject project.

Recommendation:

a. The locations are the existing intersections of S.W. 72nd Avenue, southbound off ramp of the Beaverton-Tigard Hwy. and S.W. Greenburg Road with the Pacific Highway West.

b. The design consists of upgrading the existing traffic control signals at each intersection. Signals are to be modified and interconnected.

More complete location/design details are contained in the enclosed study report, which report consists of the following documents:

1 Copy Study Request (County and City Section Memo of October 6, 1971)

1 Copy City of Tigard "Topics Project Request" dated March [illegible], 1971

The Highway Division, having considered all the data as well as the social, economic and environmental effects, has concluded that the location/design as set forth hereinabove is suitable for the project.

A public hearing is not required under the provisions of paragraph 6c of PPM 20-8.

The proposed project is exempt from State and District 2 Clearinghouse reviews under working agreements dated April [illegible], 1970 and October 15, 1970, respectively.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Waiver of environmental statement requirements was approved by FHWA Memorandum dated August 2, 1971.

We further request your authorization to proceed with the P.S. & E. phase of preliminary engineering for final plan preparation as programmed for the subject Project I-[illegible].

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klabes
Assistant State Highway Engineer

[illegible]:bb

Enclosures

cc: R. L. Porter
Tom [illegible]
L. H. [illegible]
Frank [illegible]
H. S. [illegible]
R. N. [illegible]
D. L. [illegible]

RECEIVED
SEP 23 1971
FOR FILING
EU5-T-5025(14)
2682

MEMO TO FILE

September 23, 1971

RE: TOPICS Project T-5025(10)
S.W. 72nd Avenue-S.W. Greenburg Road (Tigard) Section
Pacific Hwy. West

Footpaths and bicycle trails will not be established under this project as the project consists merely of the upgrading of traffic control signals at four intersections on the Pacific Highway West. There will be no construction, reconstruction, or relocation of streets involved.

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
L. H. Young
W. H. Tebeau
F. L. Hall
W. J. Hart

NOTED
F. B. KLABOE

RECEIVED
SEP 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

September 22, 1971

MISC CONTRACTS and
AGREEMENTS No.________

City of Tigard
City Hall
Tigard, Oregon 97223

Attention: Doris Hartig
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering a TOPICS project on S. W. [illegible] Road on the Pacific Highway West.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

9-20-71
CC: L.W. Rulien
C.G. Swanson
R.N. Chase
T.W. Litchfield
J.R. Oakes

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. T-5025(10)
Highway No. 1W
Project Name
S.W. 72nd Avenue-S.W. Greenburg Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   ☑ Additional right-of-way will not be required for this project.

   ☑ There has been no displacement of persons from residences, farms, or businesses; or

   ☑ All incidental charges related to the transfer of property have been paid by City pursuant to subsection 507 of Section 30 of the Federal Aid Highway Act of 1968.

   ☑ In accordance with Section 30 of the Federal Aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Tigard, Oregon,

this 26th day of August, 1971.

City of Tigard

Daniel L. [illegible]
Mayor

Recorder Pro Tem

RECEIVED
COUNTY & CITY SECTION
AUG 30 1971
☑ [illegible] ☑ [illegible] ☐ [illegible]
☑ [illegible] ☐ [illegible]

RECEIVED
COUNTY & CITY SECTION
SEP 20 1971
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☐ DPE ☑ CE ☑ RE ☐ RPE ☐

9-20-71 CC: F.B. Crandall
L.W. Pulliam
C.G. Swenson
R.N. Chase
W.N. Bryant

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Salvage of Existing Materials
TOPICS Federal Aid Project No. T-5025(10)
Project Name: S.W. 72nd Avenue-S.W. Greenburg Road
Pacific Highway West

Gentlemen:

Regarding the salvage of the existing traffic control signal equipment and hardware and any other items being replaced as a part of subject project, we hereby indicate our desire by checking one of the following squares and agree to the condition thereof:

☐ We do not wish to salvage any materials and these items will become the property of the contractor upon removal.

☑ We do wish to have these materials salvaged* and request that the contractor be directed to stock-pile these items at 12800 SW Ash. We agree that any items that have value for re-use will be retained for use on public streets within the City OR if any items are sold to others for re-use we agree to notify the State of such trans-action so that the subject Federal Aid project may be credited in the amount received.

Signed at Tigard, Oregon, this 26th day of August, 1971."

CITY OF TIGARD

By Daniel L.

Title Mayor

By Bill Telfer

Title City Admin

RECEIVED
COUNTY & CITY SECTION
[illegible] 1971
☐ ENGR. ☑ CE ☒ PE ☑ [illegible]
☐ CE ☐ RE ☒ RPE ☐

RECEIVED
COUNTY & CITY SECTION
SEP 20 1971 ☐ UPE ☐
☑ ENGR. ☑ COORR. ☐ UE ☐ AE ☑ DE
☑ PE ☑ CE ☒ RE ☐ RPE ☐

*If the cost of the original installation was shared by State and City, the salvage shall be shared on the same basis.

3/16/71

RECEIVED
AUG 12 1971

MEMO TO THE FILES
August 12, 1971

RE: Footpaths and Bicycle Trails
TOPICS Project T-5025(10)
S.W. 72nd Avenue-S.W. Greenburg Road (Tigard) Section
Pacific Highway West

This project consists of the installation of a traffic control signal.

Paths and trails will not be established under this project as per Section 2 (2) a of ORS Chapter 366 which states "Footpaths and bicycle trails are not required...where the establishment of such paths and trails would be contrary to public safety".

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:lat
cc: F. B. Klaboe
L. H. Young
W. H. Tebeau

RECEIVED
AUG 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AU[illegible]
FOR F[illegible]
H[illegible]-7-35-35[illegible]
[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 2, 1971

In reply refer to: 08-35-EC

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project T-5025(10)
SW. 72nd Ave. - SW. Greenburg Rd. Section
Pacific Highway West
City of Tigard

Waiver of environmental statement requirements as provided for by Section 3f(3) of PPM 21-18 for the subject project as requested in Mr. Bladorn's July 19 letter is approved.

We concur that due to the minor nature of the work under this project, the environmental impact will not be significant.

REFERRED TO
State Hwy. Engr

RECEIVED
AUG 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-772

RECEIVED
JUL 19 1971
FOR FILING

7-14-71

TRANSACTION NUMBERS 7-22 THRU 7-24

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 7-14-71
BY (Signature): MR. YOUNG'S JULY 9, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 35 THRU 37

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
35	T-5002(2)	0.28	6~~3~~8,000	~~39,900~~ 43,000	WIGHTMAN STREET - WALKER AVENUE. (ASHLAND)	PRELIMINARY ENGINEERIN MINOR GRADE, DRAIN AND HIGH TYPE PAVEMENT AND TRAFFIC SIGNAL INSTALL
36	T-5025(9)	0.00	500,000	317,000	PORTLAND-CITY WIDE TRAFFIC SIGNALS	PRELIMINARY ENGINEERIN AND INSTALLATION OF TRAFFIC SIGNALS AT 30 INTERSECTIONS.
37	T-5025(10)	0.00	27,500	17,460	S.W. 72ND AVENUE SW GREENBURG ROAD SECTION (TIGARD)	PRELIMINARY ENGINEERIN REVISION OF TRAFFIC SIGNALS AT 4 INTERSECT

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING ON ALL THREE ITEMS, NECESSARY TO PREPARE FOR AND OBTAIN LOCATION DESIGN APPROVAL.

7-16-71
REFERRED TO
Young

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-14-71	R.E. SIMPSON, DIVISION ENGINEER

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any oblig tion on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

7-9-71

FEDERAL - A

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 99W SW 72nd Ave. to Greenburg Rd. (Tigard) 21 65	ADT	PRESENT 22,000	FUTURE 38,000 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. and Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. T P

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PRO TOTAL ESTIMATED COST	FEDERAL FU
1	(16-18)	(19)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		US 99W SW 72nd Ave. to Greenburg Road (Tigard)	0.0	2,000	1,260
5					ROW					
5					CONST (CODE) Safety Y031		"SW 72nd Ave.-SW Greenburg Rd. (Tigard) Section"	0.0	25,500	16,20

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	27,500	17,46
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

71

d. (Tigard)

ADT	PRESENT 22,000	FUTURE 38,000	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077
						ITEM NO.	37

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI. DESIG.
T-	5025	(10)	

I. Projects Only

COUNTY NAME: Washington — CODE 067

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. T P — FEDERAL-AID: 9 — STATE: 1W — U.S.: 99W

ESTIMATED PROJECT COST BY PHASES

	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
ve.	0.0	2,000	1,260	370	370 (City)	P.E. all phases; Revision of 4 traffic signals.
(Tigard)	0.0	25,500	16,200	4,650	4,650 (City)	ROW-100' min.; Access Control-partial; Park. Restrictions-none.
OJECT TALS	0.0	27,500	17,460	5,020	5,020 (City)	

RECEIVED
COUNTY & CITY SECTION
JUL - [illegible]

REMARKS

Preliminary Engineering:

Field Work	$1,200
P.S. & E. Prep.	800
	$2,000

-OVER-

USCOMM DUSCOMM-DC 65909-P61

SW 72ND AVE.-SW GREENBURG ROAD (TIGARD) SECTION
PROJECT NO. T-5025(10)

Existing Facility: Pacific Hwy. West (US 99W) - 44' pavement (4 lanes) with 4' median and 8' shoulders.

Adjacent Facility: (US 99W) - North and South: Same as above-described facility.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Revised four existing actuated traffic control signals, on Pacific Highway West, to pretimed interconnected traffic control signal installations.

   NOTE: Signals to be revised are at Fred Meyer access (near SW 72nd Ave.), at the southbound off-ramp of the Beaverton-Tigard Hwy., at the Beaverton-Tualatin Hwy., and at SW Greenburg Road.

   The above proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that this section of highway has a potential and actual hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that this section of highway has experienced a high number of accidents. Pretiming these four traffic signals will afford better progression of traffic, reduce congestion, and improve entrance onto US 99W from non-signalized intersections, within this section of highway, because of improved spacing of through traffic enabled by pretimed signals, thereby reducing substantially the number of accidents occurring along this section of hwy.

Additional Right-of-Way: None required.

System Action: Tentative Type II System has not been submitted. Entire Portland Urban Area Type II System being compiled and will incorporate or connect the FA Primary System into the final Type II System.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as entire project is within existing right-of-way.

Route Data: FAP 9, FAS 622, FAS 628.

State Clearinghouse Approval: Exempt from review and comment under working agreement dated April 28, 1970.

District 2 Clearinghouse (CRAG) Approval: Exempt from review and comment under working agreement dated September 18, 1970.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comp with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on Federal-Aid Primary System.

[illegible]
JUL 9 1971
FOR FILING

EHS-T-5025(1)
7682

July 9, 1971

SW 72nd Ave - SW Greenburg Rd.

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for three TOPICS Projects, Item Nos. 35 through 37, which we desire to have included in the Federal-Aid TOPICS Highway Program as established in the 1968 Highway Act.

The project programs contain all phases of preliminary engineering and construction. We hereby request your authorization to proceed with the phase of preliminary engineering necessary to obtain location/design approval for the projects.

We will request further authorization to proceed with preliminary engineering for P.S. & E. preparation as soon as location/design approval is granted.

The three projects do not require (1) State and, as applicable, District 1 or 8 Clearinghouses' review and comment under working agreements dated April 28, 1970, September 18, 1970 and December 1, 1970, respectively, and (2) "Public Hearings" under provisions of paragraph 6c of PPM 20-8.

These three projects will have a negative environmental impact based on the fact that the projects will develop increased safety and capacity along the corridor of travel and yet cause no significant detrimental or irreversible effect to the existing character of the area, displace any people or property, affect any recreation lands or increase air, noise or water pollution. We therefore request your waiver, under the provisions of paragraph 3f(3) of PPM 21-13, of the need for the processing of a negative environmental impact report for these three projects.

Item No. 35, Project T-5092(2), involves work on a Federal-Aid
Primary Highway and is for the improved movement of traffic on the Rogue
Valley Highway (FAP 3). Item No. 36, Project T-5025([illegible]), involves work on a
Federal-Aid Primary Highway (FAP 1), Federal-Aid Type II Primary Highways
and two Federal-Aid Secondary Highways (FAS 625 and 681) and is for the
improved movement of traffic at thirty intersections located on these vari-
ous highway systems. Item No. 37, Project T-5025(10), involves work on a
Federal-Aid Primary Highway and is for the improved movement of traffic on
Pacific Highway West (FAP 9). This is to certify that these three TOPICS
Projects will have a priority which indicates the improvements, for maximum
benefits, should be accomplished at this time and as the Highway Division
has obligated all available Primary, Secondary and Urban Federal-Aid Funds,
the projects are being programed under the provisions of paragraph 8d of
PPM 21-18 using TOPICS Funds.

Each of these projects contain construction items qualifying as safety improvements under PPM 21-16.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

JC:bb

Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

7-9-71

FEDERAL-AI

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 99W SW 72nd Ave. to Greenburg Rd. (Tigard) 21 65	ADT	PRESENT 22,000	FUTURE 38,000 (66) (70)

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. and Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	(74)

CARD 4	CLASS OF FEDERAL FUNDS TOPICS		COUNTY NAME
	NAME OF URBAN AREA 17-31 Portland	ROUTE NO. T P	FEDERAL 9

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(16-18)	(19)	41	42	43 46	50		(54) (56)	(59) (66)	(67)
5					PE		US 99W SW 72nd Ave. to Greenburg Road (Tigard)	0.0	2,000	1,260
5					ROW					
5					CONST (CODE) Safety Y031		"SW 72nd Ave.-SW Greenburg Rd. (Tigard) Section"	0.0	25,500	16,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	27,500	17,460
1	14	PROGRAM APPROVAL DATES			(16)	(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

(Tigard)	ADT	PRESENT 22,000	FUTURE 38,000	YEAR 91	REGION 08	STATE NAME Oregon	STATE CODE 35	APPN CODE 077	ITEM NO. 37

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) T-	NUMBER 5025	SEQ. NO. (10)	1. Projects Only POST HI. DESIG.

COUNTY NAME Washington CODE 067

PROGRAM STAGE ☐ 1 OR ☒ 2

ROUTE NO. T P FEDERAL-AID 9 STATE 1W U.S. 99W

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.0	2,000	1,260	370	370 (City)	P.E. all phases: Revision of 4 traffic signals.
0.0	25,500	16,200	4,650	4,650 (City)	ROW-100' min.; Access Control-partial; Park. Restrictions-none.
0.0	27,500	17,460	5,020	5,020 (City)	

rd)

REMARKS

Preliminary Engineering:	
Field Work	$1,200
P.S. & E. Prep.	800
	$2,000

-OVER-

USCOMM DUSCOMM-DC 49908-P61

SW 72ND AVE.-SW GREENBURG ROAD (TIGARD) SECTION
PROJECT NO. T-5025(10)

Existing Facility: Pacific Hwy. West (US 99W) - 44' pavement (4 lanes) with 4' median and 8' shoulders.

Adjacent Facility: (US 99W) - North and South: Same as above-described facility.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Revised four existing actuated traffic control signals, on Pacific Highway West, to pretimed interconnected traffic control signal installations.

   NOTE: Signals to be revised are at Fred Meyer access (near SW 72nd Ave.), at the southbound off-ramp of the Beaverton-Tigard Hwy., at the Beaverton-Tualatin Hwy., and at SW Greenburg Road.

   The above proposed signal work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that this section of highway has a potential and actual hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that this section of highway has experienced a high number of accidents. Pretiming these four traffic signals will afford better progression of traffic, reduce congestion, and improve entrance onto US 99W from non-signalized intersections, within this section of highway, because of improved spacing of through traffic enabled by pretimed signals, thereby reducing substantially the number of accidents occurring along this section of hwy.

Additional Right-of-Way: None required.

System Action: Tentative Type II System has not been submitted. Entire Portland Urban Area Type II System being compiled and will incorporate or connect the FA Primary System into the final Type II System.

Railroads, Airports, Water Developments, Historical & Recreation Areas: None involved.

Relocation Assistance Payments: None involved as entire project is within existing right-of-way.

Route Data: FAP 9, FAS 622, FAS 628.

State Clearinghouse Approval: Exempt from review and comment under working agreement dated April 28, 1970.

District 2 Clearinghouse (CRAG) Approval: Exempt from review and comment under working agreement dated September 18, 1970.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comp with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on Federal-Aid Primary System.

[redacted]
Tigard

MEMO TO R. W. CHASE DATE: May 25, 1971
TOPICS PROJECT PROGRAMING

CITY: TIGARD SECTION: S.W. 72nd Ave-S.W. Greenburg Rd.

PROPOSED WORK: Signal upgrading

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	25,500	15,300	5,100	5,100	
P.E.	2,000	1,200	400	400	
		FIELD 1,200		P.S.& E. Preparation	800

PROJECT DATA: Revise four existing actuated traffic control signals on Pacific Hwy. West to pretimed, interconnected traffic control signal installations. Signals to be revised are at Fred Meyer access (near S.W. 72nd Ave.), at the southbound off-ramp of the Beaverton-Tigard Hwy., at the Beaverton-Tualatin Hwy., and at S.W. Greenburg Road.

PROJECT NO.: T-5025( )
ADDITIONAL RIGHT OF WAY: None
SYSTEM ACTION: Tigard has not submitted tentative Type II System.
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP 9 - FAS 622 - FAS 628
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempted 9/18/70.
HEARING: None
ACCESS CONTROL: NA
PARKING RESTRICTIONS: NA

ADT: Requested from John Hanks

10/11/70

Form E-38

T.

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section S. E. 72nd Ave.-Greenburg Rd. (Tigard) Date May 11, 1971

Highway 1W Authorization No. 1

County Washington Region 1 Survey Prefix 34-0603 (Assigned by Salem office)

Description of termini, route, length, etc.:

RECEIVED
COUNTY & CITY SECTION
JUL 20 1971
☑ ENGR. ☑ COOR. ☑ OE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Purpose of survey: TOPICS Project

Prepare plans, specifications for signal upgrading and interconnection.

T-5025 (10)

Estimate of cost:		
	Traffic (911)	$800
	Specs. (921)	150
	Final Design (905)	150

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 1,100.00

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by

Traffic Service Engineer ~~Field Engineer~~

Recommended for Approval:

Traffic Control Engineer ~~Division Engineer~~

State Pro

Recommended for Approval: -

Operations Engineer ~~Construction Engineer~~

Approved:

ASS State Highway Engineer

PROGRAM & PLAN. DIV.

P. E. APP. 7-14-71 OBLIGATED

FED. - AID 7 STATE

RECEIVED
APR 29 1971
FOR FILING

SHS-T 302 (14)
7682

Pac Hwy W
4 intersections
signals
70th - Greenburg.

April 27, 1971

Oregon State Highway Commission

Gentlemen:

There will be before you at [illegible] May 4 meeting requests from the cities of Ashland, Eugene, Portland, and Tigard for Federal Aid TOPICS projects.

Ashland is requesting approval of a project on Siskiyou Boulevard to install a traffic signal at Ashland Street and to modify the existing traffic signal at Wightman Street. Also included is an interconnect system and some minor channelization. TOPICS funds for this project are estimated at $50,000, of which $10,000 will be the cost to the State.

Eugene is requesting approval of two projects, one for the installation of, or modification of, traffic signals at 27 intersections on the W. 6th Avenue-W. 7th Avenue Couplet and the other for the modification or replacement of traffic signals at seven intersections on Broadway Street and Franklin Boulevard.

The first Eugene project requires the installation of a pretimed traffic control signal at W. 6th Avenue and Charnelton Street, the major modification of the existing traffic control signal at W. 6th Avenue and High Street, overhaul of the existing interconnect system, and minor upgrading of the traffic control signals at 25 additional intersections on the couplet. Federal Highway Administration approval has been received for the City to perform the minor upgrading with their forces. The remainder of the project will be done by contract. TOPICS funds for this project are estimated at $105,000, of which $21,000 will be the cost to the State.

The second Eugene project requires major modification of the existing traffic control signal at Broadway Street and Mill Street, the replacement of the existing traffic control signals at six additional intersections, the widening of Franklin Boulevard at 11th Avenue to add one more lane, and the upgrading of the interconnect system from Mill Street to Walnut Street. TOPICS funds for this project are estimated at $210,000, of which $42,000 will be the cost to the State.

Portland is requesting approval of a project to install traffic control signals at 30 intersections throughout the city along with some minor channelization. TOPICS funds for this project are estimated at $530,000, of which $106,000 will be the cost to the State.

Portland is also requesting that the Federal TOPICS portion of the 17th and Powell project be increased by $100,000. No additional State funds will be required by this approval.

Tigard is requesting approval of a project to pre-time and interconnect the existing traffic control signals at four intersections on Pacific Highway West. TOPICS funds for this project are estimated at $27,500, of which $5,500 will be the cost to the State.

Presently there are insufficient TOPICS funds allocated to the cities of Eugene and Tigard to fully cover their requested projects. Eugene's available TOPICS funds will cover 80 percent of their requested projects and Tigard's TOPICS funds will cover 70 percent of their request. There is a good possibility that additional TOPICS funds will be available to these cities by the time those projects reach the construction stage. Therefore, it is proposed that these projects be approved with the expectation that sufficient funds will be available at construction time; however, if this is not the case, the difference between total project costs and available TOPICS funds shall be shared equally by State and City. This would follow our existing policy of equally sharing traffic signal costs on State highways within cities. In the latter case, additional State funds of approximately $18,000 would be required to cover the Eugene requests and $2,500 for the Tigard request.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. We recommend your approval and request authority for the Secretary to sign project agreements for and in your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
R. L. Schroeder
L. W. Rulien
C. T. Keasey

RB:ljt sr

April 26, 1971

Mr. Stephen M. Telfer
City Administrator
City Hall
Tigard, Oregon 97223

Dear Mr. Telfer:

The TOPICS project request submitted by the City of Tigard for preemption and interconnection of the four existing traffic signals on Pacific Hwy. West will be presented to the State Highway Commission at the May 4, 1971 meeting. This project is estimated to cost $27,500.

This project will be presented to the Highway Commission with the expectation that sufficient TOPICS funds will be available to cover the entire project at the construction stage; however, if this is not the case, the difference between total costs and available TOPICS shall be shared equally by State and City.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

cc: L. W. Rulien

FORM [illegible]-30 (REV. 10 69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 26, 1971

SUBJECT: Proposed TOPICS Projects (6)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Ashland, Eugene (2), Portland (2), and Tigard.

The total TOPICS funds required are estimated at $1,089,000, of which $184,500 will be the State's share. This will bring the total estimated cost of TOPICS projects approved by the Commission to $3,256,000, which represents 100 per cent of 1970 TOPICS funds and approximately 19 per cent of 1971 TOPICS funds.

If satisfactory, these projects should be presented to the Highway Commission for approval at the May 4, 1971 meeting. A draft of a suggested letter to the Commission is attached.

Richard Bladorn
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

RECEIVED
APR 26 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

~~SUMMARY~~ TOPICS FUNDS
Fiscal Year 1970 & 1971 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
ASHLAND	Wightman St.-Walker Avenue, Siskiyou Blvd. Signals, interconnection and channelization.	$ 50,000	$ 10,000
EUGENE	Mill St.-Walnut St., Broadway St. and Franklin Blvd. Signals, interconnection and widening.	210,000	42,000
EUGENE	Garfield St.-High St., W. 6th Avenue-W. 7th Avenue Couplet. Signals and interconnect system.	105,000	21,000
PORTLAND	Portland City-wide Traffic Signals. Various city streets (30 intersections). Signals.	530,000	106,000
TIGARD	S.W. 72nd Avenue-S.W. Greenburg Road, Pacific Hwy. West. Signal, upgrading and interconnection.	27,500	5,500
	TOTAL NEW PROJECTS	$ 922,000	$ 184,500
Increase in Previously Approved Project			
PORTLAND	S.E. 12th Avenue-S.E. 22nd Avenue, S.E. Powell Blvd. Grade, pave and structure.	$ 667,000 ($400,000 Federal funds)	$ (133,000)
	Amount approved by Highway Commission on July 7, 1970.	500,000 ($300,000 Federal funds)	(100,000)
	TOTAL INCREASE	$ 167,000	$ (33,400)
	TOTAL	$1,089,000	$ 184,500

SUMMARY BY FISCAL YEAR	1970	1971	TOTAL
Allocated funds	$2,743,000	$2,730,000	$5,413,000
Approved Projects (corrected to date)	2,167,000	--	2,167,000
Unprogrammed Balance	576,000	2,730,000	3,306,000
Proposed Projects: 5/4/71	576,000	513,000	1,089,000
Unprogrammed Balance	--	$2,217,000	$2,217,000

71-c

Copy in minutes

CITY OF TIGARD
Proposed TOPICS Project

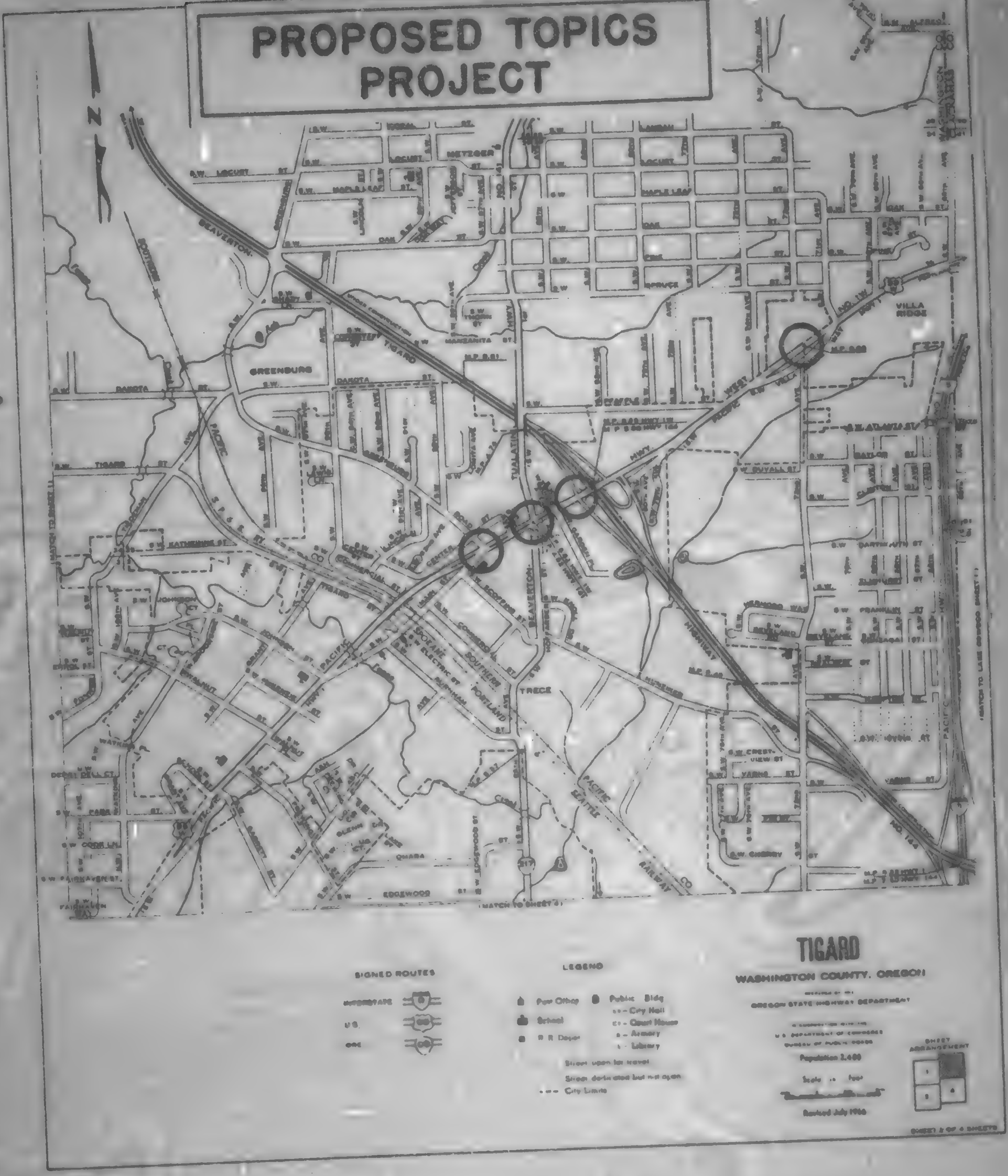
S.W. 72nd Avenue-S.W. Greenburg Road (Tigard) Section, Pacific Hwy. West (FAP 9). Traffic signal upgrading, $27,500.

Revise four existing actuated traffic control signals on Pacific Hwy. West to pretimed, interconnected traffic control signal installations.

A public hearing will not be required.

71-c
4/21/71

PROPOSED TOPICS PROJECT


N
S.W. LOCUST ST
METZGER
MAPLE LEAF
OAK
PINE
SPRUCE
BEAVERTON
TIGARD
MANZANITA ST
GREENBURG
DAKOTA ST
S.W. TIGARD ST
PACIFIC
S.W. KATHERINE ST
S.W. ATLANTA ST
S.W. DUVALL ST
DARTMOUTH ST
FRANKLIN ST
VILLA RIDGE
TUALATIN
COMMERCIAL ST
MAIN ST
SCOFFINS ST
SPOKANE
SOUTHERN
PORTLAND
ELECTRIC ST
BURNHAM ST
TRECE
HIGHWAY
S.W. CREST-VIEW ST
VARNS ST
S.W. CHERRY ST
S.W. FAIRHAVEN ST
EDGEWOOD
MATCH TO SHEET 4
MATCH TO SHEET 1
MATCH TO LAKE OSWEGO SHEET 1
SIGNED ROUTES
INTERSTATE
U.S.
ORE
LEGEND
Post Office
School
R R Depot
Public Bldg
CH - City Hall
CT - Court House
A - Armory
L - Library
Street open for travel
Street dedicated but not open
City Limits
TIGARD
WASHINGTON COUNTY, OREGON
OREGON STATE HIGHWAY DEPARTMENT
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 2,400
Scale in feet
Revised July 1966
SHEET ARRANGEMENT
SHEET 2 OF 4 SHEETS

4-16-71
Reviewed with C.J.A.
Christiansen of Fed'l
Remarks: Looks
Acceptable as a TOPICS
project. RU.

CITY OF TIGARD
P. O. Box 23557
12420 S. W. Main
Tigard, Oregon 97223

RECEIVED
COUNTY & CITY SECTION
APR - 6 1971

April 1, 1971

H. S. Cox
County and City Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sy:

Enclosed is a TOPICS project request for the City of Tigard. It is our intention to use the TOPICS money allocated for the year 1971 in the amount of $11,192 to assist in financing the pretiming of four existing traffic signals on S.W. Pacific Highway.

It has been estimated that this project will cost $27,500. The cost of that portion of the project in excess of the total $19,000 TOPICS project funds will have to be shared by the State and City on a negotiated basis.

The City Council in reviewing community needs and ranking them in order of priority has placed S.W. Pacific Highway and its traffic congestion and safety problems number one in priority. We have requested Larry Hulien to prepare an analysis of the progression through the City with these four existing lights as well as the impact of the addition of several additional pretimed signals. We have also requested a rough estimate for the addition of a center refuge lane in that stretch of S.W. Pacific Highway between the Fred Meyer entrance and Highway #217.

It is recognized that pretiming the existing four signals will not be the ultimate solution to our congestion problems. However, it is felt that this is a practical interim solution that must be accomplished as soon as possible. It is our feeling that pretiming these lights will afford better progression of traffic, reduce congestion, and most certainly will aid in reduction of the high number of accidents we are experiencing on this stretch of highway today.

The City is in the process of completing a traffic safety survey which will provide most or all of the information required for a final TOPICS plan. In addition, as I am sure you are aware, the Columbia Region Association of Governments is proceeding with a development of an area wide TOPICS plan of which S.W. Pacific Highway will be a part.

It is our understanding that TOPICS money may be allocated to projects on F.A.P. routes.

Your prompt consideration of this request will be most appreciated.

Sincerely,

S.M. Telfer

Stephen M. Telfer
City Administrator

SMT/rb

cc: Homer Chandler - CRAG

GINAL

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

RECEIVED
COUNTY & CITY SECTION
APR - 5 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ OPE ☐ CE ☑ RE ☐ RPE ☐

TOPICS PROJECT REQUEST

Date 22, March 1971

Name of City City of Tigard
Major Street Name Southwest Pacific Highway 99W
Section Name

Location of Project (Attach sketch map) Length N/A
On Which System? Primary I XX Primary II ______ or Secondary ______

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? - Date PLAN approved: - ; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? Yes
Explain The entire project is under state jurisdiction.

General description of proposed project: Pretime four existing traffic lights on S. W. Pacific Highway.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: As shown on attached map Exibit A

2. Type: a. Traffic Control X
   1. Pretimed X
   2. Traffic-actuated
      - (a.) Full traffic-actuated ______
      - (b.) Semi-traffic-actuated ______
      - (c.) Volume density-actuated ______
      - (d.) Pedestrian actuated ______

   b. Flashing Beacon ______

Footnotes:

T 1-69
(Rev. 12-70)

c. Caution ______
d. Drawbridge ______
e. Lane-direction ______
f. Other ______

3. Number of Phases:
a. Two ______
b. Three ______
c. Multiple ______

4. Is interconnection for coordination necessary? Yes ______ Remarks: ~~However, the funding for such a project as not feasable at this time.~~ Will be necessary part of project. per Val Johnson 4-19-71 B

If so, by cable or leased telephone line? ______

5. Type of Suspension:
a. Mast Arm ______
b. Span Wire ______
c. Signal Bridge ______

6. Paint Color Desired: ______

7. Present Signalization: See attached exibit "B".

8. Other Remarks: ______

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: ______

2. Type: a. Mercury Vapor ______
b. Fluorescent ______
c. High-pressure Sodium ______
d. Incandescent ______

3. Luminaire Distribution Type and Classification:
a. I ______
b. II ______
c. III ______
d. IV ______
e. V ______

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? NA ft.
   a. Maximum: ____ ft.
   b. Minimum: ____ ft.

2. Will additional right-of-way be needed? No Explain: ____

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: ____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: ____

8. Are utilities on existing right-of-way by? Permit Yes or Franchise ____ (Attach list of utilities, owner, type and location within project limits.)
   Yes by OSHD permit - However are not affected by project.

9. Are there any irrigation facilities? No Name of Owner ____, and dates between which water can be turned off:
   From ____ To ____ Location: ____

10. Are there any railroad crossings? No Location: ____

Footnotes:

a. Name of Railroad ____________________

b. Number of tracks: Mainline ____ Siding ____ Total ____

c. Sight Distance (1.) (Direction) ________ Distance ______ ft.

(2.) (Direction) ________ Distance ______ ft.

d. Number of Trains: (1) Passenger ________ Speed ________ mph

(2) Freight ________ Speed ________ mph

e. Angle of Intersection: ____________________

f. Type of Existing Crossing: (1.) Grade ____________

(2.) Overcrossing ____________

(3.) Undercrossing ____________

g. Existing Protection: (1.) Advance warning signs ________

(2.) Automatic flasher ________

(3.) Automatic bell ________

(4.) Gates ________

(5.) Stop signs ________

(6.) Crossbucks ________

(7.) Other ________

h. Proposed Type Crossing and Protection: ____________________

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? ______

(1.) Does City wish State to prepare P.U.C. hearing data? ____

(2.) Will P.U.C. application be made by? State ______ City ____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: ____________________

VI. FINANCIAL DATA:

1. Available total TOPICS Funds: $ 19,000
   (Federal + State + City)
2. Estimated Cost of Requested Project $ 27,500
3. Date Match Money is Available: Upon request by O.S.H.D.
4. Will there be any 100% City money? No
   (Non-participation items)
5. Maximum Amount of 100% City Money: $ ________

Footnotes: The difference between the estimated cost of the project and available topics funds will be shared by the state and city, as per future agreement.

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Preliminary type II systems are being reviewed by CRAG in preparation for the development of an area wide TOPICS plan. The City expects to complete a Traffic Safety Study on May 30th, 1971 and commence with a detailed local TOPICS plan.

2. Existing Conditions Necessitating This Proposed TOPICS Project: S.W. Pacific Highway is an existing four lane facility traversing the City of Tigard. It has an average A.D.T. of 26,650 and has average morning and evening peak flows of 1,062 vehicles per hour (note exibit C). The existing four signals are traffic activated and are causing considerable loss in capacity and safety due to congestion. The City has extensive accident records indicating the need for signal and road-way improvements(Exhibit D).

3. This Project Would Accomplish the Following: Pretiming of these four signals will improve capacity by allowing a continuous progression of traffic and will also improve the safety hazards currently present with stop and start high volume traffic. Entrance on to S. W. Pacific Highway from other non-signalized intersections will also be improved because of better spacing of through traffic enabled by pretimed signals.

This application is not complete unless a sketch map showing the location of the project is attached.

The City of Tigard City Council on the 22nd day of March, 19 71, adopted Resolution No. 71-5 or Ordinance No. ________, as the case may be, requesting this TOPICS project.

By ____________________
Mayor

By Telfer
City Administrator

RESOLUTION No. 71 - 5

WHEREAS, the City of Tigard has maintained traffic accident records indicating causative factors for motor vehicle accidents on 99-W; and

WHEREAS, the city is near completion of a traffic safety study that recommends improvements to signalization that will improve capacity and safety on 99-W, and

WHEREAS, the City Council has established improvements to the existing traffic signal system on 99-W as the highest priority in a ranking of needed community improvements, and

WHEREAS, the City has been allocated $11,192.00 as the Federal Share of improvements developed under the TOPICS program, and

WHEREAS, the Oregon State Highway Division has expressed an intention to assist the city with improvements to the traffic signals on 99-W, and

WHEREAS, the city is participating in the development of an area-wide Topics Plan with the Columbia Region Association of Governments,

NOW, THEREFORE,

BE IT RESOLVED by the Tigard City Council as follows:

> The Tigard City Council hereby authorizes the Mayor and City Administrator to make application on the city's behalf for the full amount of the 1971 allocated TOPICS funds for the purpose of pre-timing the four existing traffic signals located at the intersections of 99-W at the Fred Meyer entrance, Highway 217, Hall Boulevard and Greenburg Road respectively.

PASSED BY THE COUNCIL MARCH 22, 1971

Doris Hartig
City Recorder

ATTEST:

Mayor

RECEIVED
COUNTY & CITY SECTION
APR - 5 1971

EXHIBIT "B"

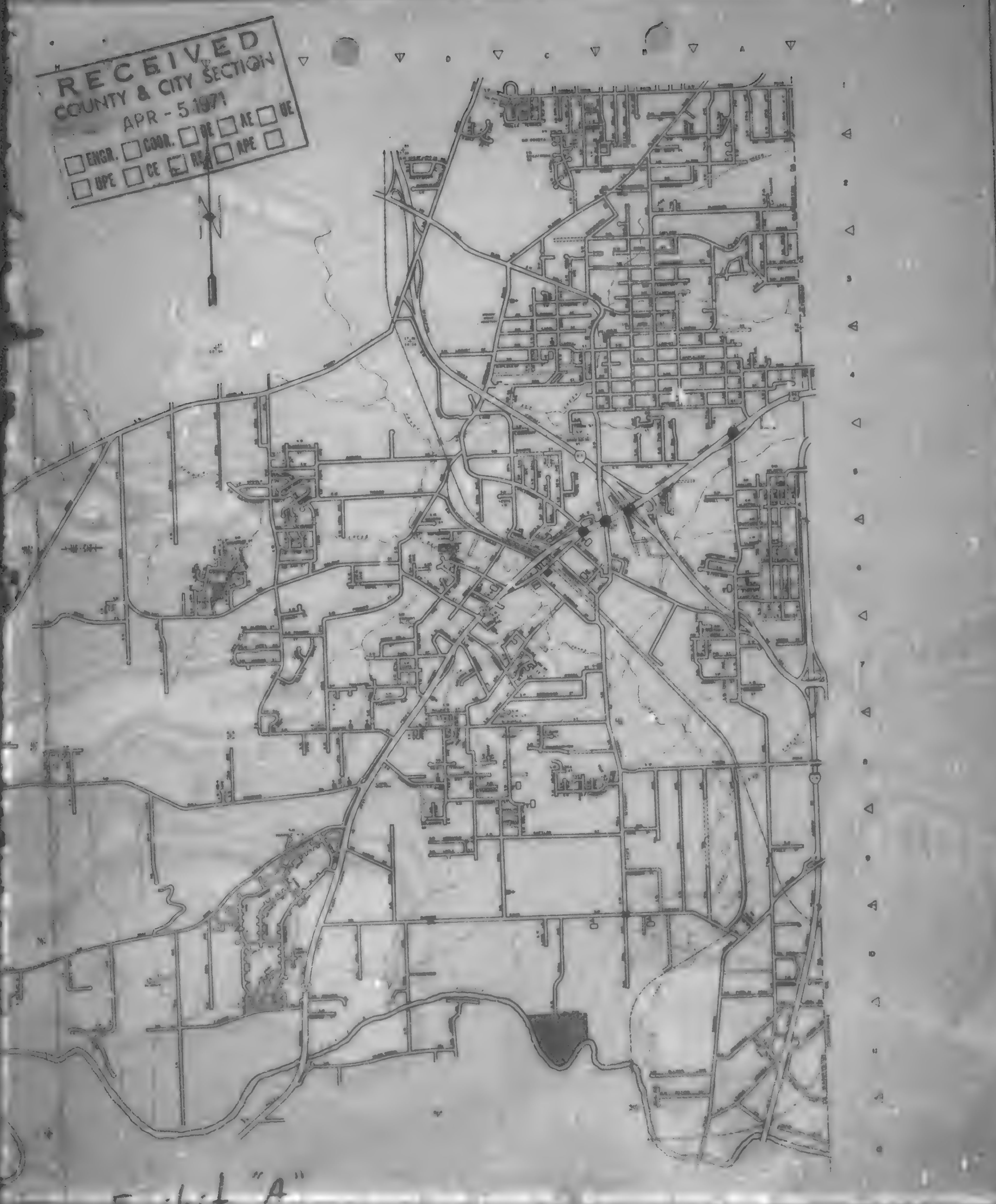
EXISTING SIGNALS

INTERSECTION LOCATION	PEDESTRIAN WALK-WAIT INDICATION	INTER-SECT. TYPE	SIGNAL MOUNTING	SIGNAL HEAD	CONTROLLER	YEAR INSTAL-LED	CONDI-TION	REMARKS
U.S. Hwy 99W (Fred Meyer's) at So. of 71st Ave.	No	TEE	3 Mast 4 Bracket	12" RYG (4) 8" RY, 12" G-LTA (1) 8" RYG (2)	Auto Solid State 3 Phase Mod.	1968	G	4 Loop Det.
U.S. Hwy 99W S.B. Off Ramp At Hwy #217	No	4	5 Span	8" RY, 12" G-LTA (1) 12" R, 8" YG (4)	Eagle ET 445D	1965	P	3 Loop Det.
U.S. Hwy 99W At Hall Blvd.	8W-DW 4 PB	4	4 Mast 2 Span 2 Bracket	12" R, 8" YG 8" RYG 8" RYG-LTA	Auto 826D	1950	P	2 Loop Det. 2 Press Det. 2 Mag. De
U.S. Hwy 99W At Greenburg Rd.	6W-DW 4 PD	4	5 Mast 2 Bracket 1 Span	12" R, 8" YG 8" RY, 12" G-LTA 8" RYG	Auto 1826 N.	1957	P	4 Loop Det. 2 Press. Det.

CITY OF TIGARD
ENGINEERING DEPARTMENT

TIGARD & VICINITY

STREET INDEX



RECEIVED
COUNTY & CITY SECTION
APR - 5 1971
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ APE ☐

Exhibit "A"

EHS-I-5-5 Stafford Road Interch. Sec., 1971
(51)287 Pacific Hwy. in Wilsonville.
#7683 (Roadway illumination)

7683

March 14, 1973

Power Rents, Inc.
10380 Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin Schiemel
President

- orig. ltr #7742

Gentlemen:

This is in reply to your recent letter concerning the status of your claims which have been filed with the Secretary of State against Al Kalkhoven on State Highway Contract Nos. 7742, 7656 and 7683.

All of these claims have been filed within six months after acceptance by the Highway Commission or prior to completion of the contract.

These contracts are covered by a 100 percent bond which assures the State of completion of the contract and also for the payment of all bills for labor and materials used.

For your information we are attaching a copy of Excerpts from Oregon Revised Statutes relating to Public Contracts. Action by Claimant on Contractor's Bond is outlined under ORS 279.58 on Page 3 of the excerpts.

In other cases similar to yours, we have suggested that they contact their attorney. You might wish to do the same.

We are forwarding a copy of your letter to the three sureties on these contracts so that they will be aware that your claims are still unpaid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ka

cc Reliance Insurance Company
United Pacific Ins. Co.
General Ins. Co. of America
Schrader Construction Co., Inc.
Al Kalkhoven
W. H. Crasie Company

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

February 24, 1973

Mr. C. W. Head
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Our December correspondence concerning Al Kalkhoven

Dear Sir:

On December 15, 1972 we wrote you concerning outstanding invoices we hold against Al Kalkhoven.

We were advised by you in letters dated December 20 and December 21 that you had notified the proper authorities of our claim. To date, we have received no further word concerning this matter.

Please advise us as to what steps are being taken in our behalf.

Very truly yours,

POWER RENTS, INC.

Irwin Schimmel

Irwin Schimmel, President

IS:lj

Contract # 7650, 7683, and 7742

RECEIVED
FEB 27 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

76823

STATE COPY

File

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Bryant

FINAL ACCEPTANCE REPORT

(PPM 20-6.1)

1-27-73

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 1/29/73	REPORT MADE BY D. L. [illegible], Highway Engineer Trainee		PROJECT NO. [illegible]-I-5-5(51)287
COMPLETION DATE 7/7/72	ACCEPTANCE DATE BY CONTRACT AGENCY 8/24/72	TIME ELAPSED 98 %	CONTRACT TIME 177 calendar days
APPROVED EXTENSIONS None	LOCATION The project is located at the Stafford Road Inter. on I-5 within the city limits of Wilsonville.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
FEB 01 1973
REGIONAL C

STAFFORD ROAD INTERCHANGE
PACIFIC HIGHWAY
Illumination

The work completed under this project consisted of the furnishing and installation of 26 metal light poles (50 ft. mounting height) complete with necessary hardware and illumination equipment.

The final cost of the project including engineering and contingencies was $56,141.19, for an underrun of 8.96%. Documentation included in the project file adequately justifies the underrun. There were no other significant overruns or underruns on contract items [illegible]

RECEIVED
STATE HWY ENGR
FEB 1'73
REFER TO
Coulter
FOR

NOTED
H. S. COULTER

2-2-73
cy Kenny
Young

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE W. N. Bryant Area Engineer		SIGNATURE Original Signed by E. J. Valach Dist. Engineer	
TITLE W. N. Bryant	DATE 2/1/73	TO: L. Green	DATE 2/1/73

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

Form PR 33-E
(Rev. 7-70)

FILED
DEC 22 1972
CLAY MYERS
SECRETARY OF STATE

Claim
4745

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7683

RECEIVED
DEC 22 10 AM '72
[illegible] S
STATE

December 21, 1972

Power Rents, Inc.
10360 Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin Schimmel
President

NOTED ON CARD
12-27-72 Kp

Gentlemen:

This is to acknowledge receipt of your letter of December 15, 1972, with attached purchase order, advising us that Al Kalkhoven owes you $204 for equipment rental.

This appears to be in connection with the W. R. Grasle Co., Contract No. 7683 for illumination of the Stafford Road Interchange Section of the Pacific Highway in Washington County.

The General Insurance Co. of America, 1500 S.W. 1st, Portland, Oregon 97201 furnished the performance bond on this contract. We will advise the surety of the receipt of your claim letter and we will forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkm
cc W. R. Grasle Co.
General Insurance Co. of America
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620 1235

Mr. Cecil Head
State Highway Division
Room 121
State Highway Building
Salem, Ore. 97310

Dec. 15, 1972

Re: Job 7683

Dear Mr. Head:
I would like to file a claim against Al Kalkhoven, 17660 S. W. Oak, Beaverton, Ore. 97005, for his refusal to pay off on a charge account in the amount of $204.00.

This equipment was charged on July 14, 1972, for Job-7683- Stafford Interchange- Pacific Hwy- Wash. County. We have received no payment at all.

The name of the bonding company is United Pacific Insurance Co. P. O. Box 1216, Tacoma, Wash.

We are a new company of only one year, and we cannot afford this type of delinquent bills without feeling the hardship. Anything that you could do to speed up this payment would be most appreciated.

Very truly yours
Irwin Schimmel
Irwin Schimmel
President

IS:td

RECEIVED
DEC 20 1972
OREGON
STATE HIGHWAY COMMISSION

Contract 7433

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 2267

Tel No

Name Al Kalkhoven

Address

Equip Used Location Stafford Interchange

DRIVER'S LICENSE No.	CAR LICENSE No	DUE IN WITHOUT ADD'TL CHARGE	TIME IN 12 JUL 14
OTHER IDENTIFICATION		EMPLOYED BY	TIME OUT 6-9-72 8:00 AM

ITEM RENTED	MIN RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
350 w. lo Track	50.00	10.00					775.00
1 mo + 1 week							

CHARGES	
DEPOSIT	~~775~~ .00
TOTAL RENT	
MDSE	194.00
DEL CGE	10.00
CLEANING CGE	
TOTAL	204.00
REFUND	

MATERIAL	HOUR METER	MILEAGE
6420 DISCS ● c	IN 514.3	IN
3559 POINTS ● ...... c [redacted]	OUT 510.0	OUT
SPADES ● c	TOTAL	TOTAL

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor.

All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the inception date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lessor from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense incurred in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

OPEN SUNDAYS

Lessee Signature

A cleaning charge will be made on items returned unclean.

[illegible]
[illegible]
FOR FILE

7673

September 1, 1972

General Insurance Co. of America
Portland Service Office
1900 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen

Contract No. 7673 awarded to W. H. Crusle Company for illumination on the Stafford Road Interchange Section of the Pacific Highway in Washington County was completed on July 7, 1972, and accepted by the Highway Commission on August 30, 1972.

Final payment in the amount of $2,537.75 will be released to the contractor after September 5, 1972. The total contract amounted to $21,171.29, including $13.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

[illegible] Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc W. H. Crusle Co.
637 N.E. [illegible] Avenue
Portland, Oregon [illegible]

bc C. T. Kenney
[illegible]
V. E. [illegible]
Asst. [illegible] Engr
L. W. [illegible]

EIVE
V 8 - 1972

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7683

DATE August 30, 1972

TO Oregon State Highway Commission

ORIGINAL SIGNED
TOM EDWARDS

FROM Tom Edwards
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7683, Work Completed July 7, 1972

Project Stafford Road Interchange

Highway Pacific, County Washington

Type of Work Illumination

Contractor W. R. Grasle Co.

Recommended Acceptance Date 8-30-72 per Vince Gallagher office dv.

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

[illegible]

Surety letter written 9-1-72 dv.

NOTED
C. W. HEAD

[illegible] AUG 16 1972

STATE COPY

FORM PR-358
(REV. 3-68)

cc: OSHD (A E Johnson)
Region
Wash DC

8-2-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS CBC

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 10	Report No. 2	County Washington	Division Oregon
Date of Inspection 8/2/72	Inspection Made By W. N. Bryant, Area Engineer		Project No. KHS-I-5-5(51)287

In Company With
A. Harwood, Asst Reg Engr, OSHD; E. Rodriguez, Res Engr, OSHD.

Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed 99 %	Work Completed 100 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

[illegible] 8-15-72

AUG 11 1972

REGIONAL OFFICE

STAFFORD ROAD INTERCHANGE
PACIFIC HIGHWAY
Illumination

All work was completed in reasonably close conformance with approved plans and specifications on July 7, 1972. The final contract amount, $51,155.00, is the same as originally bid since all bid items were on a lumpsum basis and no changes were required. A total of 179 calendar days were used to complete the work while the contract provided for 180 calendar days.

There were no overruns or underruns. Only one work order, EWO #1 which provided for State's share of flagging in the amount of $1,200, was approved during the life of the contract. Only one subcontract in the amount of $6,920 or 13.5% was approved.

Project records indicate all materials incorporated into the work were in reasonable close conformance with the approved plans and specifications.

Project records also indicate the contractor fulfilled the EEO requirements of the contract in an acceptable manner.

Acceptance of the contract work is recommended.

8-15-72

Alec Young

NOTED
A. E. JOHNSON

NOTED
SAM EDWARDS

RECEIVED
AUG 14 1972
OFFICE OF
[illegible]

REPLACES PR-33A 3-65, WHICH WILL NOT BE USED.

RECEIVED

FOR FILING

STATE COPY

S

OREGON STATE HIGHWAY DIVISION

7683

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 12, 1972

Federal-aid Project
No. [illegible]

TO
G. L. Green, Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM
George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
by R. D. ASBURRY
L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

CM Const. 8-14-72

SUBJECT Request; Contract Work Completed

Contract 7683 Work Completed July 7, 1972

Project Stafford Road Interchange

Highway Pacific

County Washington

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 8-2-72

Conditions not acceptable: None

G. L. Green
Acting Division Engineer

RECEIVED
AUG 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER
VG:[illegible]

cc: Tom Edwards
L. H. Young

al

RECEIVED
AUG 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

7683

FORM E-1 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Stafford Road Interchange		WEEK ENDING July 1, 1972
		SECTION PREFIX 634-1056
HIGHWAY Pacific		COUNTY Washington
NAME OF JOB Stafford Road Interchange	KIND OF WORK Illumination	
CONTRACTOR W. R. Grasle Company	CONTRACT NUMBER 7683	FEDERAL AID PROJECT NUMBER FHS-15-5(15)289
DATE OF CONTRACT December 21, 1971	DATE WORK STARTED May 4, 1972	ESTIMATED COMPLETION DATE July 8, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN 4 SUPERVISION: 1	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 166
PROJECT AUTHORIZATION: $ 61,663.98	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 92%
EXCLUSIVE OF ENGINEERING $ 56,278.48	ENGINEERING AUTHORIZATION $ 5,385.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 95%
ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ 53,855.00	ENGINEERING COST TO DATE $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93%
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 56 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Pickup, Flatbed Truck, Boom Truck,

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Illum.							
PERCENT	95%							

	WEATHER	~~WORK~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY June 25	Overcast	1		
MONDAY 26	Overcast	1		
TUESDAY 27	Overcast	1		
WEDNESDAY 28	Fair	1		
THURSDAY 29	Fair	1		
FRIDAY 30	Fair	1		
SATURDAY July 1		1		

RECEIVED
JUL 6 1972
CONSTRUCTION SECTION

RECEIVED
JUL - 3 1972
BRIDGE DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

June 25 SUNDAY	No Activity
26 MONDAY	Complete Pulling all underground wire except between poles #7 & #9. Started splicing wire in junction boxes on east side of interchange. PGE placed transformer on power pole and hooked up electricity to cabinet.
27 TUESDAY	Continued splicing junction boxes and started setting pole base plates.
28 WEDNESDAY	Finished all underground wire pulling. Finished splicing junction boxes and setting base plates. Erected poles #16, 15 & 14.
29 THURSDAY	Continued erecting poles. Erected poles #1 thru #13 and #23 thru #26.
30 FRIDAY	Finished erecting & wiring all poles. System tested & put in operation.
SATURDAY	Contractor plans to start grouting poles and clean up site.

REMARKS

Status: Illumination system in pperation.
Minor clean up of site & grouting of pole bases remain to be done.
All work expedted to be finished by end of next week.

SIGNED E. Rodriguez LOCATION Oregon City
E. Rodriguez, [illegible] Engr.

PRIME RESIDENT SUBMIT 4 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 5 COPIES

SP 7313

STATE COPY

Form Approved; O.M.B. No. 04-R2080

MONTHLY TRANSACTION NO. [illegible]3 1-7[illegible]	[illegible]S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	[illegible]C
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 1-20-72	COUNTY Washington PROJECT NO. EHS-I-5-5(51)287

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Stafford Road Interchange (MP 286.18)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		▨
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		▨
CONSTRUCTION	11-12-71	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 92.26%

ESTIMATED TOTAL COST OF PROJECT 67,590	FEDERAL FUNDS $ 53,132

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer JAN 20 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal-aid
Project No.
EHS-I-5-5(51)287 Safety

STAFFORD ROAD INTERCHANGE SECTION ON THE PACIFIC HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, January 12, 1972

Type Code Y030
Illumination (Sta. 416+00)

Temporary Protection & Direction of Traffic	All Required	$ 3,936.00
Roadway Lighting Poles & Foundations	All Required	23,285.00
Luminaires & Ballasts	All Required	3,670.00
Switching, Conduit, Wiring, Lamps, Etc.	All Required	20,264.00
		$51,155.00
Flagging (60% of Contractor's Cost)	All Required	$ 1,200.00
	Subtotal	$52,355.00
	10% Engr. & Cont.	5,235.00
	Total	$57,590.00

Length of Project - - - - - 0.00 miles

Summary of Funds

Federal Funds	$53,132.00
State Funds	4,458.00
Total Cost	$57,590.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7683

Prefix No. 634-1056

STAFFORD ROAD INTERCHANGE SECTION

Project No. EHS-I-5-5(51)287 Safety

Nonparticipating - State Work

State's Responsibility for Damages	All Required	$1,500.00

January [illegible], 19[illegible]

[illegible]
[illegible]
[illegible]

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. [illegible], for [illegible]
on the [illegible] Interchange
section of the [illegible] Highway in
[illegible] County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

rl
Enclosure

cc [illegible] of America
[illegible]
[illegible]
[illegible]

bc [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

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[illegible]
Dec 2[illegible] 197
[illegible]

December 21, 1971

W. R. [illegible] Company
4[illegible] S. W. [illegible] Avenue
Portland, Oregon 97209

Gentlemen:

The State Highway Commission on December 20, 1971, accepted your proposal on the [illegible] Road Interchange Section of the [illegible] Highway in the City of [illegible] in [illegible] County for the sum of $[illegible] and referred it to the State Highway Engineer with authority to award the contract as soon as the Federal Highway Administration approves the project.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. [illegible].

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wb

cc: Pacific Builder & Engr., Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

F. B. [illegible]
L. H. [illegible]
I. D. Merchant
Attn: [illegible] Gallagher
L. W. Rulien
[illegible]
William [illegible] (FAHP)

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[illegible]
[illegible]7
[illegible]

December 9, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken December 16, 1971 on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Stafford Road Interchange, Pacific Highway,
   Illumination Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Neil Creek Section, Pacific Highway.
   Slide Correction Project

   No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

3. Sandy River-Multnomah Falls Section, Columbia River Highway.
   Safety and Overlay Project

   Footpaths and bicycle trails were eliminated on this project using authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

4. Arlington Interchange Section, Columbia River Highway.
Landscape Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

5. Deadmans Pass Safety Rest Area, Old Oregon Trail Highway.
Rest Area Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

6. Meacham-Hilgard Interchange, Old Oregon Trail Highway.
Safety and Overlay Project

No footpaths or bicycle trails planned for this project because of its isolation and the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

7. La Grande Section, Old Oregon Trail Highway.
Structure Project

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

8. Unit A, Portland City-wide Traffic Signals, [illegible] Highway.
Traffic Signal Project

Footpaths and bicycle trails will not be established under this project as per Section 2(2)(c), which states that footpaths and

trails are not required to be established where "...other available ways or other factors indicate an absence of any need for such paths and trails."

9. Powell Boulevard at Hood Avenue (Gresham), Mt. Hood Highway.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

10. SW 72nd Avenue-SW Greenburg Road (Tigard) Section, Pacific Highway West.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

11. Cascade Highway at Pearl Street & Warner [illegible] Road (Oregon City), Cascade Highway.

Sidewalks are being provided on this project.

12. Pilot Butte Canal (Deschutes State [illegible]) Bridge Section, [illegible].
Structure Project.

No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

13. Delta Highway-Coburg Road (Eugene) Section, [illegible].

This is a project to construct a bicycle route.

If you have any question or wish to make any change in the concept as outlined, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
Victor Wolfe

D[illegible]:mc kw

RECEIVED

12-1-71

FORM PR-1240 (REV. [illegible])

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: EHS-1-5-5(51)287

STATE PROJECT NO.: STAFFORD ROAD INTERCHANGE SECTION

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: 1-668

COUNTY NAME: WASHINGTON

PROGRAM STAGE (Check): ☐ 1 ☒ 2

5-5(51)287
7683

TO:
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

L

RECEIVED
DEC [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

12-6-71
Young

DATE PS&E APPROVED NOVEMBER 12, 1971	DATE AUTHORIZATION EFFECTIVE NOVEMBER 12, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE #5
		STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE #2

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,200.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $1,200.00.

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 11, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 - "FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

NOTED FOR
TOM EDWARDS

DATE 12-1-71	SIGNATURE OF APPROVING OFFICIAL	TITLE FOR DIVISION ENGINEER

TRANSACTION NUMBER 11-68

FORM PR-48
REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 11-11-71
BY (Signature): Mr. Young's November 4, 1971 Letter
TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 668 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
668	EHS-1-5-5(51)287	0.0	54,000	49,800	Stafford Road Interchange	Illumination (Partial)

11-11-71

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

REMARKS (Division)

D
-ING

EHS-
I-5-5(51)287
7683

Young 11-17-71

cu Edw 11-16-71

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE 11-11-71	SIGNATURE R. E. Simpson, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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NOV 10 1971
FOR FILING

HS-
255(41)D 7
[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon 97310

November 8, 1971

To: I. D. Merchant
Bridge Engineer
BUILDING

SUBJECT: Oregon Project I-5-5(-)286
Stafford Road Interchange
Partial Interchange Lighting

You have received a copy of a memorandum from the FHWA indicating approval for illumination at the Stafford Road Interchange.

In this memorandum Mr. Klaboe indicated a desire to let the project in December. Since your section is preparing the plans and specifications, I want to offer any help that we can give in the way of typing or drafting.

NOTED
F. B. K. [illegible]

L. E. George
Operations Engineer

LEG:lp
cc: F. B. Klaboe

RECEIVED
NOV 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 1, 1971

In reply refer to: 08-35-DA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)286
Stafford Road Interchange
Partial Interchange Lighting

The partial interchange lighting layout submitted with your October 21 letter has been reviewed. Partial interchange lighting at this location is warranted under both case B-4 and B-5 of the AASHO Informational Guide for Roadway Lighting.

The layout submitted exceeds what is normally considered to be partial interchange lighting; however, because of the other considerations as discussed in your letter, the additional illumination is considered warranted from a safety standpoint and is therefore approved.

11-4-71
Original to George: Please try to let in December.
F.B.K.

ROUTED TO
By Asst. State Hwy. Engr

cy to Merchant
Young

RECEIVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FBK

NOTED
RGM EDWARDS

RECEIVED
NOV 4 - 1971
TRAFFIC ENGINEERING

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FOR [illegible]

November 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 100
Salem, Oregon 97308

Dear Sir:

We are submitting program data for our Interstate Project, Item No. [illegible], Project No. [illegible], "[illegible] Road Interchange [illegible]", which we desire to have included in the Federal-aid Interstate Program.

The project is safety improvement work as covered under AASHO's February 1967 report, "Highway Design and Operational Practices Related to Highway Safety".

This project qualifies as an "EHS" project under IM-30-5-71, Section (b), "Emergency Highway Safety Program".

We received FHWA approval for participation with Interstate funds for this project in your memorandum of September 15, 1971.

Public hearings are not required for this project under provisions of paragraph 6(a) of PPM 20-8.

Design approval for the proposed safety work is considered as having been given as an incidental element of the overall design which was approved by FHWA for this section when FHWA [illegible] for highway construction under Project I-5-[illegible] on [illegible] 23, [illegible].

FHWA has indicated in previous correspondence that their acceptance of the practices recommended in the "Yellow Book", "Highway Design and Operational Practices Related to Highway Safety", published by AASHO in February 1967, is considered tacit design approval for minor safety improvements.

This project is exempt from State and District [illegible] Clearinghouse's review and comment under [illegible] dated April 28, 1970 and October 16, 1970 [illegible].

Environmental statement is not required as design approval is considered to have been given prior to January 1, 1970.

It is our intention to receive bids for this project on December 16, 1971.

Very truly yours,

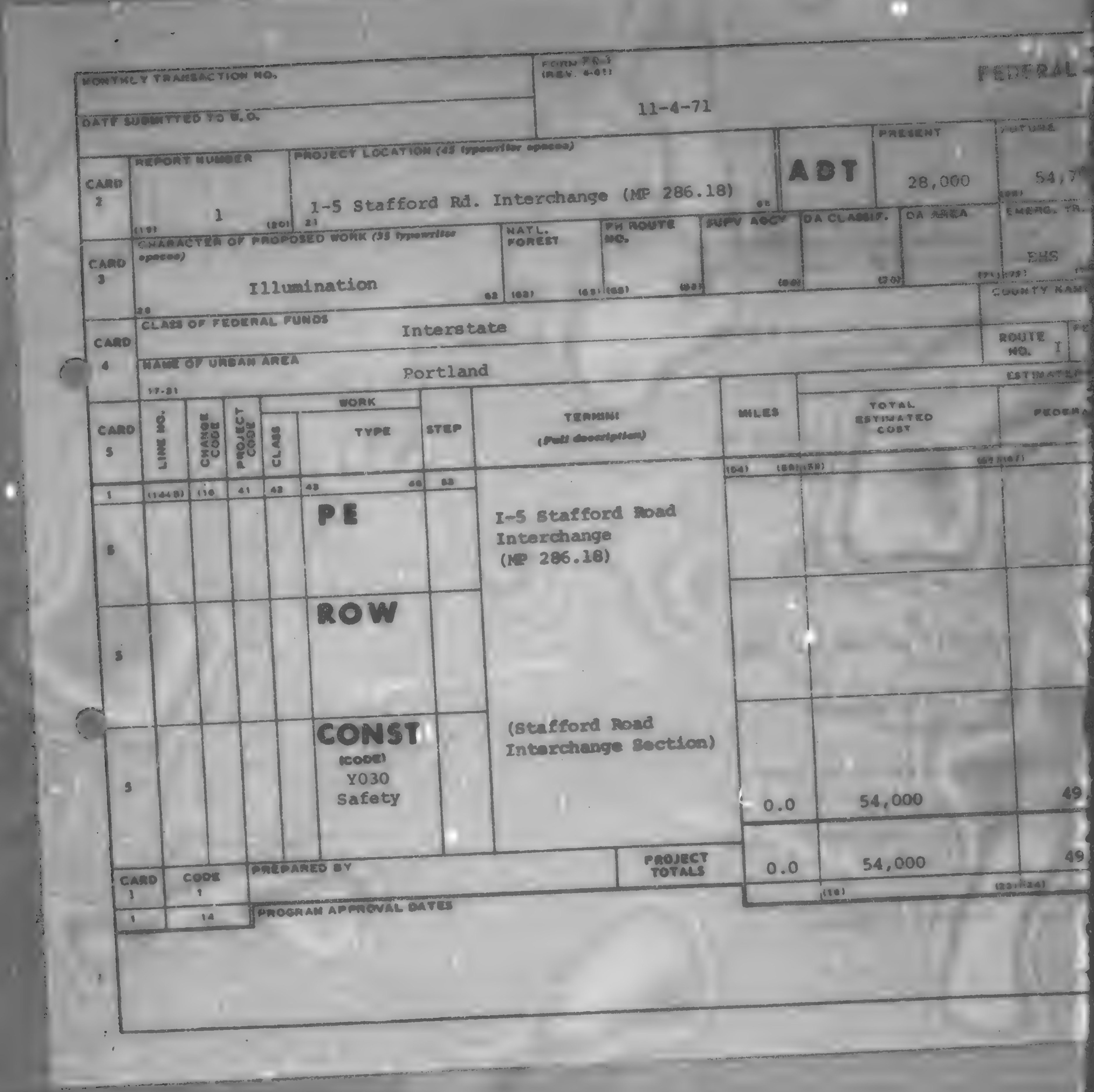
R. L. Peyton
State Highway Engineer

By

L. H. Young
Project & Planning Engineer

Enclosures

DAR:dg



MONTHLY TRANSACTION NO.

FORM PR-1 (REV. 4-61)

11-4-71

FEDERAL

DATE SUBMITTED TO D.O.

CARD 2
REPORT NUMBER: 1
PROJECT LOCATION (45 typewriter spaces): I-5 Stafford Rd. Interchange (MP 286.18)

ADT
PRESENT: 28,000
FUTURE: 54,7

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Illumination
NATL. FOREST
FH ROUTE NO.
SUPV AGCY
DA CLASSIF.
DA AREA
EMERG. TR.: EHS
COUNTY NAME

CARD 4
CLASS OF FEDERAL FUNDS: Interstate
NAME OF URBAN AREA: Portland
ROUTE NO. I
ESTIMATED

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL
5					**PE**		I-5 Stafford Road Interchange (MP 286.18)			
5					**ROW**					
5					**CONST** (CODE) Y030 Safety		(Stafford Road Interchange Section)	0.0	54,000	49
							PROJECT TOTALS	0.0	54,000	49

CARD 1 — CODE 1
PREPARED BY

PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

ADT PRESENT: 28,000
FUTURE: 54,750
YEAR: 91
REGION: 08
STATE NAME: Oregon
STATE CODE: 35
APPN CODE: 042
ITEM NO.: 668

DA CLASSIF.:
DA AREA:
EMERG. YR.: BHS
PL. AUTH YR.:

PROJECT NUMBER
PREFIX LETTER(S): BHS-I-
NUMBER: 5-5(51)
SEQ NO.:
I. Projects Only
POST MI. DESIG.: 287

COUNTY NAME: Washington
CODE: 067
PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO. I
FEDERAL-AID: I-5
STATE:
U.S.: I-5

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
54,000	49,800	4,200	
54,000	49,800	4,200	

CHARACTER OF PROPOSED WORK
(Full description)

Install partial interchange illumination.

ROW - 300' normal; access control - full; parking restrictions - complete.

REMARKS

Additional Data: Item 554,
Project I-5-5(44)285

-over-

USCOMM-DC 40000-P61

STAFFORD ROAD INTERCHANGE SECTION

Oregon Project No. EHS-I-5-5(51)287

Remarks continued-

Project Data: The proposed project consists of installation of luminaires to illuminate the "on" and "off" ramps of the interchange and illuminate the crossroads in the immediate vicinity of the ramp terminals.

Clearinghouse: Exempt from State and District 2 (CRAG) Clearinghouse's review and comment under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: Design approval for the proposed safety work is considered as having been given as an incidental element of the overall design which was approved by FHWA for this section when FHWA granted PS&E approval for roadway construction under Project I-5-5(44) on April 23, 1969.

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "yellow book", "Highway Design and Operational Practice Related to Highway Design", published by AASHO in February 1967, is considered tacit design approval for minor safety improvements.

Environmental Statement: Not required as design approval is considered to have been given prior to January 1, 1970.

This project qualifies as safety improvement work as covered under AASHO's February, 1967 report, "Highway Design and Operational Practices Related to Highway Safety".

Approval for participation with Interstate funds for this project was given in the FHWA memorandum of September 15, 1971.

The Project qualifies as an "EHS" project under IM 30-5-71, Section (b), "Emergency Highway Safety Program".

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the project will be determined at PS&E stage and the number stipulation in the PS&E documents.

RECEIVED
NOV 4 1971

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. E. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 1, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)286
Stafford Road Interchange
Partial Interchange Lighting

The partial interchange lighting layout submitted with your October 21 letter has been reviewed. Partial interchange lighting at this location is warranted under both case B-4 and B-5 of the AASHO Informational Guide for Roadway Lighting.

The layout submitted exceeds what is normally considered to be partial interchange lighting; however, because of the other considerations as discussed in your letter, the additional illumination is considered warranted from a safety standpoint and is therefore approved.

11-4-71
Original to George: Please try to let in December.
F.B.K.

cy to Merchant
Young

REFERRED TO

By Asst. State Hwy. Engr.

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NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FBK

NOTED
DOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

SWS
I-5-2(21)287
7183

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

October 29, 1971
Salem, Oregon

NOTED
A. E. [redacted]

To:
Mr. L. H. Young
Program and Planning Engineer
BUILDING

SUBJECT:
Stafford Road Interchange
East Portland Freeway to Wilsonville Intch. Section
Pacific Hwy. (I-5)
Washington Co.
Proposed Illumination Installation

Enclosed is a preliminary layout sheet with cost estimate and copies of correspondence with the Federal Highway Administration relative to the installation of illumination at the Stafford Road Interchange. This layout is in accord with suggestions made in Mr. Simpson's letter of September 15, 1971.

Please program this project with F.H.W.A. for interstate funding, in order that we may receive bids on January 27, 1972.

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Special Studies Engineer

RWE/ag
Attach.
cc: A. E. Johnson
L. W. Rulien

RECEIVED
OCT 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Cl B Klaber

RECEIVED

ILING

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

EHS-
I-5-5(51)287
7683

October 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97308

Dear Mr. Simpson:

Oregon Project I-5-5(-)
[redacted]
Pacific Highway
Washington County
Bridge No. 7579B

In your letter of September 20, 1971, you approved partial lighting of the above subject interchange, but not to the extent submitted.

Attached are two prints of a partial layout utilizing 1000 watt and 400 watt clear mercury on 50 foot mounting height steel breakaway poles. The 400 watt units will be used at the entrance and exit areas of the interchange to reduce the effect of sudden light change to the drivers' eyes.

We have eliminated the luminaire units on the entrance ramps between the ramp terminals and the merging areas.

Our plan calls for the exit ramps to be fully illuminated. The southbound off ramp is short and any elimination of lights would cause a dark spot at a very critical location. The northbound off ramp while not being as short is on the side of commercial lighting and it is undesirable to induce a dark spot at this point.

The two luminaires positioned at the structure ends on the cross road have been maintained as it is undesirable from a safety point of view to leave a dark area between the two illuminated ramp terminals.

In addition the light at the "ES" Line and "WS" Line terminals have been retained because of their location and the turning movements involved in relation to the lighted freeway ramp terminals.

The two units on the curve at Station "S"120+00 are required to light that area so that the west bound motorist will not drive out of the lighted interchange area into a dark area and go over the embankment on the curve during the period that his eyes are adjusting from a light to a dark condition.

Page 2
Mr. R. E. Simpson
October 21, 1971

These items were discussed verbally with Mr. Valach and Mr. Bryant of your department on October 20, 1971 and are now being submitted for your final approval.

This installation will be designed for future conversion to full interchange lighting.

The estimated cost of this project with engineering and contingencies is $54,000. This project is presently scheduled for the January 27, 1972 bid letting.

Very truly yours,

R. L. Porter
State Highway Engineer
By
[illegible] SIGNED
[illegible]
Ivan D. Merchant
Bridge Engineer

DOC/ag
cc: A. E. Johnson
F. B. Klaboe
L. E. George
L. W. Rulien

RECEIVED
OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 15, 1971

In reply refer to: 08-35-DA

Letter to Dooley?
9-20-71

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-5(-)
Stafford Road Interchange
Proposed Interchange Lighting

The information contained in Mr. Klaboe's September 3 letter as well as the layout sheets attached concerning illumination of the subject interchange has been reviewed. Under the existing conditions, partial interchange illumination is warranted at this location but not to the extent proposed.

Partial interchange lighting normally consists of several, three or four, luminaires located to best light the through lanes and speed change lanes at diverging and merging locations only and not the entire ramp. However, in this case, illumination of the crossroads in the immediate vicinity of the ramp terminals is considered advisable. In order to reduce the effect of sudden light change on drivers as they enter and leave the interchange area, it is suggested that consideration be given to using a lower wattage luminaire than normally used and/or increasing the luminaire spacing particularly at the exit ramps.

Favorable consideration would be given to providing partial interchange illumination at this location as an Interstate project within the limits discussed above.

RECEIVED
SEP 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Ref'd to Bud George for appropriate action.
9-20-71

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

10-1

September 3, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P.O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Subject: Oregon Project I-5-5(-)
Stafford Rd. Interchange
Proposed Interchange Lighting

Reference is made to your letter of July 6 requesting further information concerning illumination of the above interchange.

We have evaluated other possible corrective treatment at this interchange. The signing is standard and it is not believed that revised or additional signing would be of benefit. Additional delineation has been installed but the benefits are marginal.

There are attached alternate plans showing complete interchange illumination using towers with an estimated cost of $136,000 and partial interchange illumination using conventional units at an estimated cost of $67,000. Although it is believed that the full interchange lighting is warranted because of the conditions described in my letter of June 22, the partial should effect a material improvement and would be acceptable to this office.

Your approval of the partial interchange illumination as an Interstate project is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

VPJ:pb kw

cc R. L. Porter
Tom Edwards
A. E. J[illegible]son
E. S. Hunter
Victor Wolfe
L. E. George
L. W. Rulien

BURNS BROS. TRUCK STATIONS, INC.

(PASSENGER & TRUCK SERVICE)
(DOWNTOWN PORTLAND)
620 & 621 S.E. UNION AVE. — PORTLAND, ORE. 97214
S.E. GRAND AVENUE BETWEEN ALDER & WASHINGTON
PHONE 234-7393

WILSONVILLE AT STAFFORD INTERCHANGE & I-5
RTE. 1, BOX 650 — WILSONVILLE, ORE. 97070
PHONE 638-6811

B/mp
2 wks.

July 20, 1971

8/25

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Fred:

I received a letter dated July 14th, from the Highway Department in regards
to the diesel directional signs we discussed. I am very disappointed in the
Federal Highway Administration's attitude toward these directional signs.
I am now taking my cause to the American Trucking Association, the bulk of
the diesel users, to see if I can't get them to intercede in this matter on
behalf of the trucking industry.

I now have approximately 40,000 signatures requesting that this signing be
added to the present signing program throughout the United States, and I will
be submitting these signatures to the appropriate governmental bodies in the
near future to see if it will have any effect on this signing cause. With
these 70 m.p.h. freeways, this signing program is needed as much as, if not
more so, from the safety standpoint as from the directional standpoint.

As to the lighting of the Stafford Interchange, I am hoping to soon hear from
the appropriate governmental bodies, be it State or Federal. This request
also is made from a safety standpoint. The Department of Transportation can
set out very rigid standards for the qualifications of the drivers of these
large over-the-road vehicles, but if the Department is lacking in directional
signs and proper lighting of the interchanges, the rigid standards for the
individual driver are watered down from the safety standpoint.

Thank you, Fred, for your interest in this. Hoping to hear from you soon, I am

Sincerely yours,

BURNS BROS. INC.

Arthur Mosley

D. ARTHUR MOSLEY
Vice President

[illegible]
7-21-71

RECEIVED
JUL 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DAM:eh

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 14, 1971

Mr. Jack Burns
Burns Bros. Truck Stations
621 S. E. Union
Portland, Oregon 97214

8-17

Dear Mr. Burns:

At your suggestion, we have requested Federal Highway Administration approval of the use of "DIESEL" where appropriate on motorist service signs. They advise that the matter was referred to "higher offices for interpretation".

These "higher offices" state that there are relatively few motorists using diesel fuel and that truckers are generally aware of places where diesel fuel is available. They further state that our request cannot be approved.

As to lighting the Stafford Road Interchange, we have requested Federal funds ~~for~~ this purpose. To date, our request has not been approved. I will keep you informed of progress in this matter.

Very truly yours,

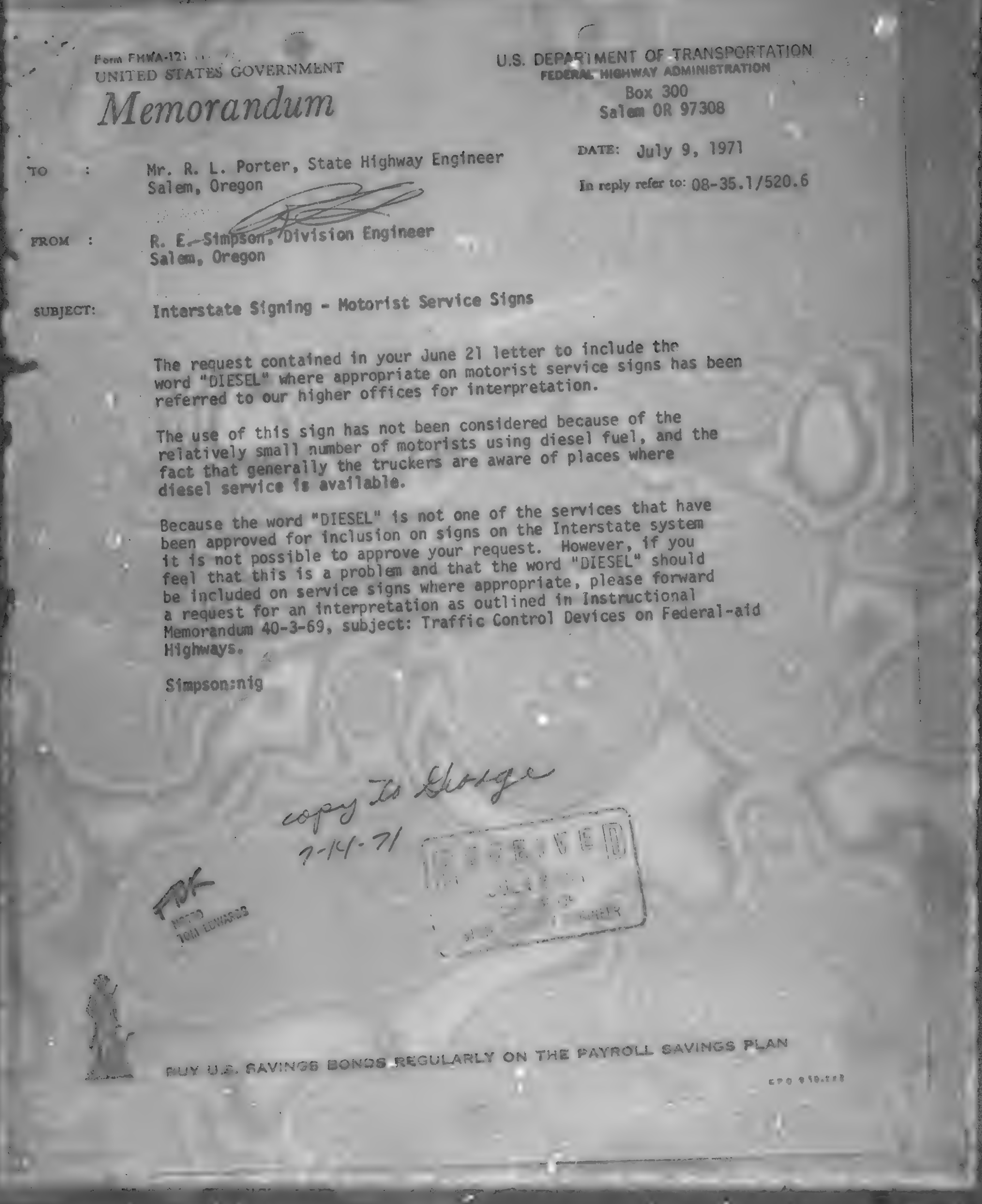
R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
L. E. George (w/copy of FHWA letter) Please discuss.
E. S. Hunter



Form FHWA-12
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 9, 1971

In reply refer to: 08-35.1/520.6

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Interstate Signing - Motorist Service Signs

The request contained in your June 21 letter to include the word "DIESEL" where appropriate on motorist service signs has been referred to our higher offices for interpretation.

The use of this sign has not been considered because of the relatively small number of motorists using diesel fuel, and the fact that generally the truckers are aware of places where diesel service is available.

Because the word "DIESEL" is not one of the services that have been approved for inclusion on signs on the Interstate system it is not possible to approve your request. However, if you feel that this is a problem and that the word "DIESEL" should be included on service signs where appropriate, please forward a request for an interpretation as outlined in Instructional Memorandum 40-3-69, subject: Traffic Control Devices on Federal-aid Highways.

Simpson:nig

copy to George
7-14-71

RECEIVED

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

FOR [illegible] I-5-5 [illegible] 287

7683

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

DATE: July 6, 1971

In reply refer to: 08-35-DA

Klaboe

SUBJECT: Oregon Project I-5-5(-)
Stafford Road Interchange
Proposed Interchange Lighting

Mr. Klaboe's June 22 letter requested approval as an Interstate project the illumination of Stafford Road Interchange through the installation of 14 tower assemblies at an estimated cost of $165,000. While full interchange lighting may be warranted the supporting information submitted to date is insufficient to permit approval of your request. In addition to traffic warrants the feasibility of tower lighting should be established by a complete lighting layout along with a cost comparison between tower lighting and normal roadway lighting. The need for full or partial lighting should also be established.

We expect you are evaluating other features such as existing roadway signing to determine if full interchange lighting is the proper or only answer to the operational problems mentioned in Mr. Klaboe's letter.

7-9-71

REFERRED TO George - Pl discuss

NOTED
TOM EDWARDS

RECEIVED
JUL
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FOR FILING

June 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box [illegible]
Salem, Oregon 97308

Dear Mr. Simpson:

Development of a large truck service center at the Stafford Road Interchange on Interstate 5 at Wilsonville has caused a nighttime traffic operational problem.

The physical characteristics of this interchange are such that it is extremely difficult for a driver to determine the proper paths to travel. The lights at the truck stop are a distraction. The truck stop services approximately 600 trucks each day--the majority during the hours of darkness.

Although the interchange has not been in operation long enough for accident data to be available, a potentially hazardous condition exists. We also know from direct field observation that traffic is experiencing difficulty at night negotiating turns throughout the interchange area.

To improve conditions at this location it is proposed to illuminate the interchange through the installation of 14 tower assemblies. The estimated cost is $165,000.

Your approval of this installation as an Interstate project is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: [illegible]
[illegible]
[redacted]
Victor D. Wolfe
[redacted]

[illegible]

I-80N-4(22) Arlington Interch. Sec., of 1971
137 Col. R. Hwy. at Arlington
#7684 (Roadside improvement)

76 811

Monthly transaction number 11-27	STATE COPY [illegible] [illegible]	State Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Gilliam
Modification number 1	(PPM 21-7) 11-13-73	Project number I-80N-4(22)137

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 20, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 61,218.00	$ 62,030.05
Federal funds	$ 56,479.00	$ 57,235.13
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 13th day of November, 1973.

Oregon State Highway Division
(Official name of Highway Department)

By E S Wurster

Acting
~~Deputy~~ State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
~~BUREAU OF PUBLIC ROADS~~

By D. J. Smith
(Division Engineer)
for G. L. GREEN
Division Engineer

[illegible] Existing stocks of Form [illegible] may be used.

STATE COPY

Form Approved; O.M.B. No. 04-R[illegible]

MONTHLY TRANSACTION NO. [illegible]/ 1-30	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY Gilliam
	1-30-72	PROJECT NO. I-80N-4(22)137

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N Jct. SR 19 in Arlington (Arlington Interch. Section)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-30-71	0.00
OTHER (Specify)		

FUNDS 92.26%

ESTIMATED TOTAL COST OF PROJECT $ 61,218	FEDERAL FUNDS $ 56,479

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By ______

Assistant State Highway Engineer
(Title)

By ______

______
(Title)

By ______

______
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer JAN 20 1972

FORM HR 2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

Federal-Aid
Project No. I-80N-4(22)137

Oregon State Highway Division

ARLINGTON INTERCHANGE SECTION

COLUMBIA RIVER HIGHWAY IN GILLIAM COUNTY

Salem, Oregon, January 11, 1972

Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 1590+00 to Sta. 1620+00)

Temporary Protection and Direction of Traffic	All Required		$ 1,500.00
Tractor with Dozer and Ripper	28 hours	75.00	2,100.00
Front End Loader	18 hours	40.00	720.00
Dump Trucks	38 hours	22.00	836.00
Jackhammer with Air Compressor	18 hours	50.00	900.00
Laborer	65 hours	9.50	617.50
Furnishing and Placing Topsoil	8,100 cu.yds.	2.75	22,275.00
Furnishing and Placing Pea Gravel	110 cu.yds.	7.00	770.00
Furnishing and Planting Trees	30 only	18.00	540.00
Furnishing and Planting Shrubs	1,100 only	4.25	4,675.00
Furnishing and Planting Crownvetch	11,000 only	0.38	4,180.00
Bark Mulch	80 units	48.00	3,840.00
Irrigation System	All Required		11,500.00
			$54,453.50
Flagging (60% of State Share of Cost)	All Required		$ 100.00
Temporary Erosion Control	All Required		100.00
Install Water Meters (2)	All Required		600.00
Furnish Water	All Required		400.00
			$ 1,200.00
	Subtotal		$55,653.50
	10% Engr. & Cont.		5,564.50
	Total		$61,218.00

Length of Project - - - - - - - - - - -	0.00 mile
Federal Funds - - - - - - - - - - - - -	$56,479.00
State Funds - - - - - - - - - - - - - -	4,739.00
Total	$61,218.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7684

Prefix - 611-1071

STATE COPY

K-70-341

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Nichols

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

1-31-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 4	COUNTY Gilliam	DIVISION Oregon
DATE OF REPORT 1/31/73	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. I-80N-4(22)137
COMPLETION DATE 4/22/72	ACCEPTANCE DATE BY CONTRACT AGENCY 12/14/72	TIME ELAPSED 73 %	CONTRACT TIME
APPROVED EXTENSIONS None	LOCATION I-80N Arlington Interchange		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
FEB 2 '73
REFER TO
FOR

ARLINGTON INTERCHANGE
COLUMBIA RIVER HIGHWAY
Landscaping

This project provided for landscaping the southwest and southeast quadrants of the Arlington Interchange. The work consisted of preparation of rock areas, furnishing and placing gravel and topsoil, furnishing and planting trees, shrubs and vines and installation of an automatic irrigation system.

The original plantings and construction items were satisfactorily completed on April 22, 1972. The replacement plantings following the establishment period were completed on October 10, 1972. The contract work was completed within the specified completion date of May 31, 1972.

The final cost of the original contract was $54,383.80 which is an underrun of 0.13%. The total cost of the project including engineering and contingencies was $62,231.22, an underrun of 2.3%. The resident engineer has satisfactorily explained all overruns and underruns. All of the required supporting documents have been submitted and acceptance of this project is recommended.

2-7-73
cy
[illegible]

NOTED
H. S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE /s/ P.E. O'Neil P. E. O'Neil, Asst Area Engineer		SIGNATURE Original signed by E. J. Valach	
TITLE For E. A. Nichols	DATE 1-31-73	TITLE F. L. Green Dist. Engineer	DATE 2/1/73

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 9-68) WILL BE USED.

December [illegible], 1972

[illegible] Insurance Co.
P. O. Box [illegible]
[illegible], Washington [illegible]

Gentlemen:

On [illegible], 197[illegible], we wrote to you concerning [illegible] of final payment on Contract No. [illegible], awarded to [illegible], Inc., for [illegible] improvement on the [illegible] section of the [illegible] River Highway in [illegible] County.

Final payment on this contract is [illegible] and the total amount [illegible] including [illegible] for work performed under force account.

Very truly yours,

[illegible], Secretary
[illegible] State Highway Commission

Enc

cc [illegible], Inc.
[illegible]
[illegible]

[illegible]
[illegible]
[illegible]
[illegible]

[illegible]

2284

December 18, 1972

TO Oregon State Highway Commission

FROM F. Q. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. [illegible] Work Completed [illegible]

Project [illegible]

Highway Columbia River County Gilliam

Type of Work [illegible]

Contractor [illegible], Inc.

Recommended Acceptance Date [illegible]

The contractor has completed all work according to specifications and I recommend final acceptance of the project. I will [illegible] this action upon your approval, unless advised to the contrary.

This item will be on the agenda of the Commission meeting on [illegible] for your formal concurrence.

Viewed

cc: C. W. [illegible]
Tom [illegible]
F. [illegible]
A. R. [illegible]
L. [illegible]
C. T. [illegible]
M. J. [illegible]

[illegible]

10-25-72

cc: Region
[illegible]
[illegible] (A E Johnson)
Area Engr

U.S. DE[illegible]MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

cst

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 3	COUNTY Gilliam	DIVISION Oregon
DATE OF INSPECTION 10/25/72	INSPECTION MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. I-80N-4(88)137
IN COMPANY WITH William Tinnen, Resident Engineer, OSHD; David Hayes, Highway Engr [illegible]			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 72 %	WORK COMPLETED 100 %

7284

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
NOV 07 1972
REGIONAL OFFICE

cy Crete
11-8-72

ARLINGTON INTERCHANGE
COLUMBIA RIVER HIGHWAY
Landscaping

The original plantings were satisfactorily completed on April 22, 1972. The replacement plantings following the establishment period were completed on October 10, 1972. The contract work was completed within the specified completion date of May 31, 1972.

As recommended in the semi-final inspection report, additional plantings were added this fall on the slope of the eastbound offramp to Arlington by Price Agreement #2. The added plants enhance the landscaping scheme of the interchange.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

NOTED
A. E. [illegible]

RECEIVED
STATE HWY ENGR
NOV 8 '72
REFER TO
FOR

11-8-72
Johnson
cy Young

FORM [illegible]
(REV. 8-70)

PREVIOUS EDITIONS WILL BE USED

September 19, 1972

Aichele Landscaping
11300 S.E. Stevens Road
Portland, Oregon 97266

Gentlemen:

Thank you for your letter of September 1, 1972, advising us that you have issued a new check to Mid Columbia Electric Company dated September 1, 1972.

This appears to be in reference to the Aichele Landscaping, Inc., Contract No. [illegible]. Our records indicate that the Mid Columbia Electric Company claim was filed with the Secretary of State on July 7, 1972.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:dr

cc Mid Columbia Electric Co.
310 East 4th Street
The Dalles, Oregon 97058

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box [illegible]
Tacoma, Washington 98401

NOTED ON CARD
9-19-72 dr

Aichele Landscaping
11360 S. E. Stevens Road
Portland, Oregon 97266
Phone 654-8816

Shrubs - Sprinkling Systems - Mulching - Hydraulic Seeding

September 1, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Letter dated July 7, 1972 - Contract No. 7634 - - -
Arlington Interchange Section - Columbia River - - -

C. W. Head, Assistant Secretary:

Mid-Columbia Electric Company - 310 East 4th. Street, The Dalles, Oregon 97058, has been paid with a new check - dated 9-1-72 - Check No. B-1335 -

A verbal agreement was originally quoted for $182.00 and a check was issued 5-19-72 which they returned. Zephr Electric Inc., had to be called in to install the work correctly.

Very truly yours,

AICHELE LANDSCAPING, INC.

Lorene K. Aichele

Lorene K. Aichele, Pres.

RECEIVED
SEP 5 1972
OREGON
STATE HIGHWAY COMMISSION

Bonded Landscaper

Claim #491

FILED
JUL - 7 1972
CLAY MYERS
SECRETARY OF STATE

OREGON STATE
HIGHWAY DIVISION

7684

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 7, 1972

Mid-Columbia Electric Company
310 East 4th Street
The Dalles, Oregon 97058

NOTED ON CARD
7-10 72 KR

Gentlemen:

This is to acknowledge receipt of your statement dated June 30, 1972, informing us that Aichele Landscaping, Inc., owes you $291.87.

This appears to be in connection with the Aichele Landscaping, Inc., Contract No. 7684 for roadside improvement on the Arlington Interchange Section of the Columbia River Highway in Gilliam County.

The United Pacific Insurance Company, Fidelity and Surety Department, P. O. Box 1216, Tacoma, Washington 98401, furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
C. W. HEAD

By
C. W. Head, Assistant Secretary

JUL 10 1972
OREGON
STATE HIGHWAY COMMISSION

CWH:dr

cc United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon 97266

bc Commission
Secretary of State - Please
acknowledge receipt of the
attached claim on the enclosed
copy of this letter. ✓

NOTED
C. W. HEAD

Statement

MID-COLUMBIA Electric CO.

Wiring Contractors
Sales - MOTORS - Service
310 East 4th Street Phone (503) 296-2370
The Dalles, Oregon 97058 June 30 1972

Aichele Landscaping
11360 SE Stevens Rd
Portland, Oregon 97266

POSTING DATE	DESCRIPTION	CHARGES	CREDITS	BALANCE
		PREVIOUS BALANCE ☞		$291.82
March	Arlington Interchange Contract No. 7654			

RECEIVED
JUN 30 1972
OREGON
STATE HIGHWAY COMMISSION

ALL ACCOUNTS ARE NET AND DUE BY THE 10TH OF MONTH FOLLOWING PURCHASE.
1% INTEREST CHARGED THEREAFTER.
Mid-Columbia Electric Co.

[illegible]

June 2[illegible], 1977

James P. [illegible]
P. O. Box [illegible]
Arlington, Oregon 97812

Dear Mr. [illegible]

Thank you for your letter of June 1[illegible] informing us that you have received full payment in the amount of $[illegible] for the removal of top soil and $[illegible] for [illegible].

You stated this is in reference to your claim filed against Andrews Landscaping, Inc., Contract No. [illegible] for roadside improvements on the Arlington [illegible] Section of the Columbia River Highway in Gilliam County.

This information will be noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
[illegible]
[illegible] S. W. [illegible]
Portland, Oregon [illegible]

Andrews Landscaping, Inc.
[illegible] S. E. [illegible]
Portland, Oregon [illegible]

bc Commission

Noted on card
M. C.

Arlington, Oregon
June 19, 1972

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Re: Aichele Landscaping, Inc.
Portland, Oregon
Contract #7684

Dear Mr. Query:

This is to inform you that we have received full payment in the amount of $4,376.10 for removal of top soil and $100.00 for reseeding the excavation site.

This satisfied our claim in full.

Very truly yours,

James F. Green
P. O. Box 267
Arlington, Oregon

JFG/ga

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

RECEIVED

FOR FILING

[illegible]

FILED
MAY 19 1972
CLAY MYERS
SECRETARY OF STATE

NOTED ON CARD
5-24-72 KL

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7684

May 18, 1972

James F. Green
P. O. Box 267
Arlington, Oregon 97812

Dear Mr. Green:

This is to acknowledge receipt of your letter of May 12 informing us that Aichele Landscaping, Inc., owes you for the removal of top soil in the amount of $4,376.10 and seeding in the amount of $100.

From the description given in your letter, this appears to be in connection with the Aichele Landscaping, Inc., Contract No. 7684 for roadside improvement on the Arlington Interchange Section of the Columbia River Highway in Gilliam County.

The United Pacific Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Aichele Landscaping, Inc.
[illegible] S. E. Stevens Road
Portland, Oregon 97236

RECEIVED
[illegible]
OREGON
STATE HIGHWAY COMMISSION

bc Hon Clay Myers - Please acknowledge receipt of attached claim
on the enclosed copy of this letter

NOTED
C. W. HEAD

Arlington, Oregon
May 12, 1972

Mr. Fred Quarry
Secretary
State Highway Commission
121 State Highway Building
Salem, Oregon 97310

Re: Arlington Inter-Change
Contract #7680

Dear Mr. Quarry:

This letter is to advise you that we have not received payment from the Aichele Landscaping Company of Portland, Oregon for top soil and seeding the excavation area as per the enclosed two bills on the Arlington Inter-Change contract.

If we receive payment within the next two weeks I will advise you of the same, if, however, payment is not received in the next two weeks, the intent of this letter is to file a claim with you in the amount of the enclosed two bills, one for $4,376.10 and the other for $100.00.

Any assistance in this matter by you will be appreciated.

Very truly yours,

James P. Green

James F. Green
P. O. Box 267
Arlington, Oregon
97812

JFG/ga
cc: Geo. Shane, Jr.
Arlington, Ore.

STATEMENT

FROM James F. Green and George Shane, Jr.
Arlington, Oregon

March 27, 19 72

TO Aichele Landscaping
ADDRESS 11360 S. E. Stevens Road
CITY Portland, Oregon 97266
TERMS

Topsoil removed from the George Shane Ranch for Arlington Interchange Columbia River Highway Contract #7664 8,752.2 cubic yards @ 50¢	$4,376.10
Please make check payable to James F. Green & George Shane, Jr. and mail to James F. Green, Box 267 Arlington, Oregon, 97812	

[illegible]

STATEMENT

FROM James F. Green
Box 267
Arlington, Oregon 97812

April 6, 19 72

TO Aichele Landscaping
ADDRESS 11360 S. E. Stevens Road
CITY Portland, Oregon 97266
TERMS

Seeding the excavation area where top soil was removed	100.00
Please make check payable to James F. Green	

[illegible]
STATE [illegible]

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Arlington Interchange

April 23, 1972

SECTION PREFIX: 611-1071

HIGHWAY: Columbia River

COUNTY: Gilliam

KIND OF WORK: Roadside Improvement

NAME OF JOB: Arlington Interchange

CONTRACT NUMBER: 7684

FEDERAL AID PROJECT NUMBER: L-8CN-4(22)137

CONTRACTOR: Aichele Landscaping, Inc.

DATE WORK STARTED: Jan. 24, 1972

ESTIMATED COMPLETION DATE:

DATE OF CONTRACT: Dec. 21, 1971

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN None SUPERVISION: None

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 89.5

PROJECT AUTHORIZATION: $ 63,723.36

EXCLUSIVE OF ENGINEERING: $ 58,157.91

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 58,157.91

ESTIMATED PERCENT OVERRUN / UNDERRUN ____%

ENGINEERING AUTHORIZATION: $ 5,565.35

This week 152.80

ENGINEERING COST TO DATE: $ 4,715.69

PERCENT OF AUTHORIZATION: 84.7 ____%

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 92.8

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 92.1

DATE PROJECT WAS COMPLETED: April 22, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING

Temporary Protection & Direct Traffic	100 %
	100
Tractor with Dozer & Ripper	117
Front End Loader	124
Dump Trucks	0
Jackhammer with Air Compressor	106
Laborer	108
Furnishing & Placing Topsoil	109
Furnishing & Placing Pea Gravel	90
Furnishing & Planting Trees	106
Furnishing & Planting Shrubs	100
Furnishing & Planting Crownvetch	19
Bark Mulch	100
Irrigation	

MILES IN PROJECT

MILES PARTIALLY COMPLETED

MILES COMPLETED

TOTAL ESTIMATED QUANTITIES (CONTRACT)

TOTAL QUANTITIES CORRECTED TO DATE

ESTIMATED QUANTITIES MOVED OR PLACED TO DATE

AVERAGE DAILY QUANTITIES

AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME

NUMBER OF SHIFTS PER DAY

HOURS PER SHIFT

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7	Cloudy AM Showers PM			
MONDAY 8	Overcast			
TUESDAY 9	Partly Cloudy			RECEIVED
WEDNESDAY 10	Clear			MAY 15 1972
THURSDAY 11	"			CONSTRUCTION SECTION
FRIDAY 12	"			
SATURDAY 13				

KS

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

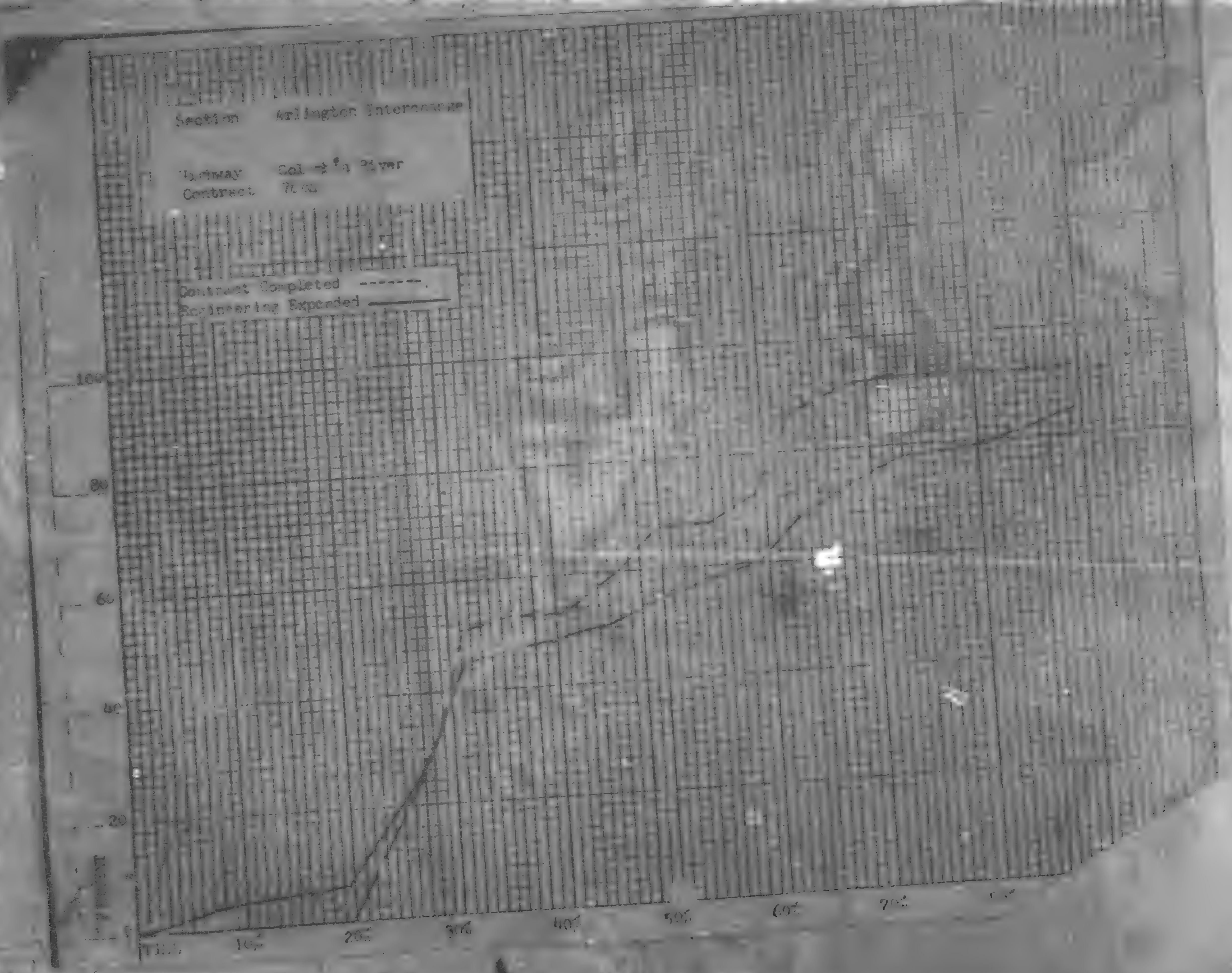
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi final submitted 5-10-72
This will be the last weekly report.

SIGNED W. A. Tison LOCATION Condon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES


Section Arlington Interchange
Highway Columbia River
Contract
Contract Completed
Engineering Expended
PERCENT
20
40
60
80
100
TIME
10%
20%
30%
40%
50%
60%
70%

RECEIVED
MAY 12 1972

STATE COPY

FORM PR-968
(REV 3-66)

cc: OSHD (A E Johnson)
Region
Wash. DC

4-24-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No. 10	Report No. 2	County Gilliam	Division Oregon
Date of Inspection 4/24/72	Inspection Made By P. E. O'Neil, Asst Area Engr		Project No. I-80N-4(22)137
In Company With W. A. Tison, Res Engr; R. Olson, Landscape Engr; B. Fox, Aichele Landscaping			
Quality of Work* Satisfactory		Progress of Work Satisfactory	Time Elapsed 72.4 % / Work Completed 93 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

ARLINGTON INTERCHANGE
COLUMBIA RIVER HIGHWAY
Landscaping

NOTED
TOM EDWARDS

The contractor has completed his original plantings and needed to replace a few junipers prior to commencement of the establishment period. Some minor construction item had not been completed. Forms had to be removed from the G2MA concrete inlet installed under PA #1. The galvanized covers for the emitter control boxes were not installed.

The emitter systems installed on the east and west sides of the interchange appear to be over-saturating the soil. An hour after the emitter system was turned on, water was standing at the bases of the trees. To alleviate this problem maybe the number of emitters per tree could be reduced or the size of holes in the emitter pipes could be decreased. The system is manually controlled and it is recommended that on future projects this be connected into the automatic controller.

With the completion of the plantings it is apparent that the plantings on the EB ramp should have been carried over the top of slope. It was recommended that some plantings be placed on the slope. Since the contract plantings are complete it was recommended that plantings be installed in the fall when the contractor puts in his replacement plantings. The added planting should have the establishment period deleted because it is not part of the original plantings and was not work anticipated when the contractor was putting in his original plants. This would also hold the contract open for another year which would not be fair to the contractor. However, the P.A. for these added plantings should reflect a price reduction since we would be deleting the establishment period on the added plantings.

RECEIVED
MAY 8 1972
REGIONAL OFFICE

RECEIVED
1972
STATE

5-11-72
Johnson

NOTED
A. E. JOHNSON

cy Const. - 5-12-72
Young

REPLACES PR 332 3-65, WHICH WILL NOT BE USED

RECEIVED
JAN 1[illegible] 1972
FOR FILING

[illegible])/27

January 11, 1972

Aichele Landscaping, Inc.
1[illegible] S. E. [illegible] Road
Portland, Oregon 97[illegible]6

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 7684 for roadside
improvement on the Arlington
Interchange Section of the Columbia
River Highway in Gilliam County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

cc United Pacific Insurance Co.
Suite 600
7[illegible] N. E. Multnomah
Portland, Oregon 97232

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box [illegible]
Tacoma, Washington 98401

cc F. D. Morgan
[illegible] Hess
L. H. Young
Attn: Vince Gallagher
Wendell Schwartz
[illegible]
Roy Olson

[illegible]

FOR FILING

I-134-27(5))1-7

7581

December 29, 1971

Aichele Landscaping, Inc.
11390 S. E. Stevens Road
Portland, Oregon 97236

Gentlemen:

Enclosed are three copies of Contract No. 7586 for roadside improvement on the Arlington Interchange Section of the Columbia River Highway in Gilliam County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 31, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

Enclosures

bc F. D. Morgan
L. D. [illegible]
L. W. Young
Attn: [illegible] Gallagher
E. N. [illegible]
Gilliam County
Day [illegible]

RECEIVED
DEC 8 - 1971
FOR FI

I-5 CAL-4(-2)127
7684

December 3, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken December 16, 1971 on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Stafford Road Interchange, Pacific Highway.
   Illumination Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Neil Creek Section, Pacific Highway.
   Slide Correction Project

   No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

3. Sandy River-Multnomah Falls Section, Columbia River Highway.
   Safety and Overlay Project

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

4. Arlington Interchange Section, Columbia River Highway.
Landscape Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

5. Deadmans Pass Safety Rest Area, Old Oregon Trail Highway.
Rest Area Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

6. Meacham-Hilgard Interchange, Old Oregon Trail Highway.
Safety and Overlay Project

No footpaths or bicycle trails planned for this project because of its isolation and the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

7. La Grande Section, Old Oregon Trail Highway.
Structure Project

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

8. Unit A, Portland City-wide Traffic Signals, Various City Streets.
Traffic Signal Project

Footpaths and bicycle trails will not be established under this project as per Section 2(2)(c), which states that footpaths and

trails are not required to be established where "...other available ways or other factors indicate an absence of any need for such paths and trails."

9. Powell Boulevard at Hood Avenue (Gresham), Mt. Hood Highway.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

10. SW 72nd Avenue-SW Greenburg Road (Tigard) Section, Pacific Highway West.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

11. Cascade Highway at Pearl Street & Warner Milne Road (Oregon City), Cascade Highway.

Sidewalks are being provided on this project.

12. Pilot Butte Canal (Deschutes Station) Bridge Section, FAS 325.
Structure Project.

No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

13. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway.

This is a project to construct a bicycle route.

If you have any question or wish to make any change in the concept as outlined, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. E. Skoog
Victor Wolfe

DES:mc kw

RECEIVED

12-1-71

FORM PR-1240

FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. I-80N-4(22)137
	ITEM NO. I-663	STATE PROJECT NO. ARLINGTON INTERCHANGE
		COUNTY NAME GILLIAM
		PROGRAM STAGE (Check) ☐ 1 ☒ 2

I-80N-4(22)137
7684

TO:
MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

RECEIVED
DEC 1971
OFFICE OF
HIGHWAY ENGINEER

12-6-71
Young

DATE PS&E APPROVED NOVEMBER 30, 1971	DATE AUTHORIZATION EFFECTIVE NOVEMBER 30, 1971	FEDERAL ROUTE NUMBER INTERSTATE ROUTE 80N
		STATE ROUTE NUMBER COLUMBIA RIVER HIGHWAY ROUTE #2

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $100.00; INSTALL WATER METERS AND FURNISH WATER IN THE AMOUNT OF $1,000.00 AND TEMPORARY EROSION CONTROL IN THE AMOUNT OF $100.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify)

CONTRACTOR'S FLAGGING	$ 100.00
INSTALL WATER METERS AND FURNISH WATER	1,000.00
TEMPORARY EROSION CONTROL	100.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S NOVEMBER 4, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 -"FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

BASED ON THE ARGUMENTS PRESENTED IN MR. ASBURRY'S NOVEMBER 26, 1971 LETTER IT HAS BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO APPROVE A TWO WEEK ADVERTISEMENT PERIOD FOR THE SUBJECT PROJECT TO ALLOW RECEIPT OF BIDS BY DECEMBER 16, 1971.

TOM EDWARDS

DATE 12-1-71	SIGNATURE OF APPROVING OFFICIAL	TITLE FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED

November 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box [illegible]
Salem, OR 97308

Dear Mr. Simpson:

Subject: Arlington Interchange Section
Project I-80N-4([illegible])137
Landscaping
Gilliam County

The matter of landscaping this interchange has been a part of our future plans for a long time. The [illegible] Interstate Estimate contained an approved item for landscaping here in the amount of $[illegible] (approximately the amount we are requesting now). The [illegible] Estimate contained an approved item for the same purpose in the amount of $[illegible]. For some reason, our request for this item in the [illegible] Estimate recently completed was not approved.

However, we have indicated to the city of Arlington on several occasions that we would landscape their interchange. Apparently, the work will be [illegible] of the rocky [illegible] of the area. [illegible], Arlington is the largest city on the highway between The Dalles and [illegible] [illegible]. It is also a [illegible] town [illegible] planned to [illegible].

Enclosed are a copy of Mr. [illegible] letter of January [illegible], [illegible], and a copy of the [illegible] reply [illegible] June 2, 1971, concerning this matter.

Mr. W. E. Slauson
[illegible] 20, 19[illegible]
Page 2

It is our belief that we have indicated to the city that we plan to [illegible] the area, and that your approval of the 19[illegible] and 19[illegible] items indicated acceptance of the concept on your part.

Very truly yours,

R. L. Porter
State Highway Engineer

By

[illegible] Kinney
Assistant State Highway Engineer

Enclosures

cc R. L. Porter
[illegible]
Frank L. Hall
H. S. Cox

Arlington

January 31, 1967

Mr. E. H. Allen
Recorder
City of Arlington
Arlington, Oregon

Dear Mr. Allen:

Thank you for your letter of January 27 advising us of the Corps of Engineers' plans.

I don't think it is feasible to combine our contemplated work under their program. Our project would be eligible for Federal participation on the same basis as other Interstate construction programs, but plagued as we are with lack of both personnel and funds, we are forced to hang back, temporarily I hope, with planning of the Arlington project.

Your interest is appreciated. If copies of their development plans are available we would be glad to receive one.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Mark H. Astrup
Landscape Engineer

cc: F. D. Morgan
J. F. Putnam

CITY OF ARLINGTON

ARLINGTON, OREGON

January 27, 1967

Re: Beautification of
Access Ramps

Mr. Mark Astrup
Landscape Engineer
Oregon State Highway Dept.
212 State Highway Bldg., Room 508
Salem, Oregon 97310

Dear Mr. Astrup:

The city of Arlington, under the re-development program in conjunction with the Corps of Engineers, will be awarding a contract in the near future for a park and beautification of the pool area at Arlington.

Since the State Highway Departments' on and off access ramps are adjacent to this project, the City is of the opinion that the department might be interested in coordinating the beautification of these ramps within this contract. We have preliminary maps of improvements on the pool area for your inspection and consideration.

Would you be interested in exploring this situation further. If so, please advise of your decision.

Thank you.

Very truly yours,

CITY OF ARLINGTON

B. H. Allen

B. H. Allen, Recorder

BHA/gm

[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 3, 1966

Mr. B. H. Allen
City Recorder
City Hall
Arlington, Oregon

Dear Mr. Allen:

This is to acknowledge receipt of your letter of June 2, 1966, in which you stated that the City of Arlington has installed a new larger pump which you believe is adequate to supply water for all needs.

We are forwarding a copy of your letter to Mr. Mark H. Astrup, Landscape Engineer for the State Highway Department, which may be of value to him in any future developement planning. As of this date, this office is not aware of any definite plans for landscape development of the highway entrances into the City of Arlington.

Thank you very much for this information.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein

Richard Unrein
Field Engineer

[redacted]:car

cc: Mark H. Astrup W/Att.

bc: F. B. Klaboe W/Att.

CITY OF ARLINGTON
ARLINGTON, OREGON

RECEIVED
JUN 3 1966
ENGINEER
COUNTY & CITY DIVISION

June 2, 1966

Mr. Richard Unrein
State Highway Department
Salem, Oregon 97310

Dear Mr. Unrein:

In reference to your telephone conversation last spring concerning your inquiry as to whether the City of Arlington has sufficient water and connections to maintain the grass and shrubs along the highway entrances into Arlington.

You will recall that at that time we had a short water supply but now that we have a new larger pump installed we have an adequate supply of water available for all needs.

Will you please notify us of your plans for developing of the State highway entrances to the City of Arlington.

Very truly yours,

CITY OF ARLINGTON

B. H. Allen
B. H. Allen, Recorder

BHA/ga

copies: Mark Astrup
F.B. Klaboe

TRANSACTION NUMBER 12-11

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FORM PR-48
(REV. 7-67)

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 11-26-71

BY (Signature): Mr. Young's October 29, 1971 Letter

TITLE: Program & Planning Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 663 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
663	I-80N-4(22)137	0.0	88,000	81,180

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
Arlington Interchange Section	Landscaping.

RECEIVED
DEC 1971
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

RECEIVED
FOR FILING

137

RECOMMENDED
SIGNATURE AND TITLE

DATE: 11-26-71

APPROVED
SIGNATURE AND TITLE
For: Division Engineer

* [illegible] authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation [illegible] Federal funds for the undertaking.

RECEIVED
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 3, 1971

In reply refer to: 08-35-FA

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-4(-)137
Arlington Interchange Section
Design Approval for Landscaping

As requested in Mr. Young's October 8, 1971 letter, this is to indicate concurrence that landscaping within the highway right of way used to conceal construction scars and to generally enhance the highway esthetics is considered one of the final stages of a previously approved construction project and as such does not require separate design approval.

12-2-71
REFERRED TO
Young
By Asst. State Hwy. Engr

NOTED
TOM EDWARDS

RECEIVED
DEC 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

[illegible]

/47

October 29, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97301

Dear Sir:

We are submitting program data for one Interstate Project, Item No. 6[illegible], Project No. I-[illegible], "Arlington Interchange Section", which we desire to have included in the Federal-aid Interstate program.

It is our intention to receive bids for this project on December 16, 1971.

This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. Therefore, design approval for this project is considered to have been given prior to January 18, 1966, the effective date of current PPM 20-8, as an incidental element of the overall design which was approved when the State was authorized to advertise for bids Projects I-[illegible] and ([illegible]), to accomplish the main roadway construction, on November [illegible], 19[illegible] and September 16, 19[illegible] respectively.

This project is exempt from Clearinghouse review and comments under paragraph [illegible] of IM 80-1-70 because all the right-of-way was acquired prior to September 30, 1969.

An Environmental Statement is not required because design approval was granted prior to January 1, 1970.

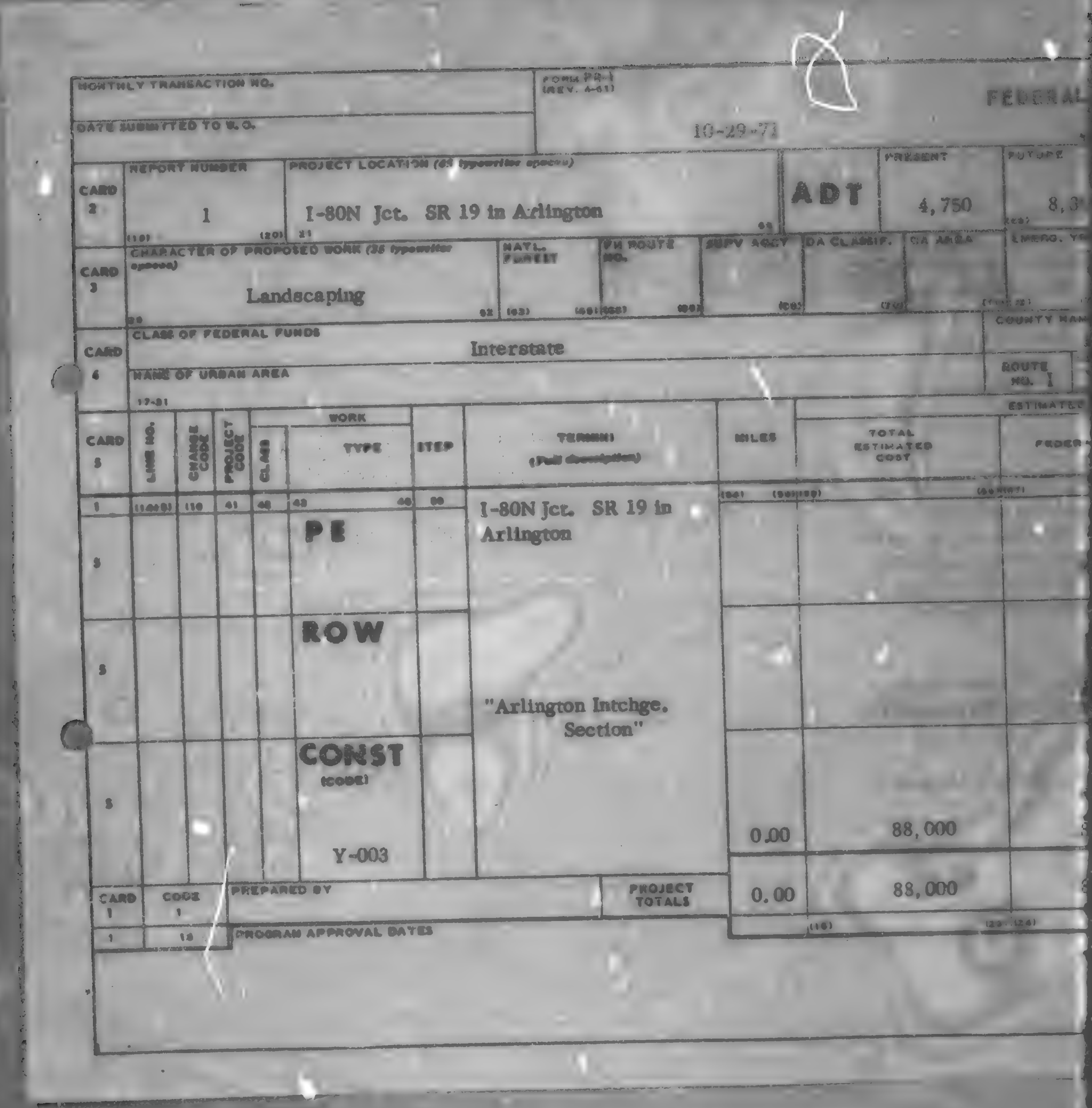
Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

[illegible]



FORM PR-1
(REV. 4-61)

FEDERAL

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

10-29-71

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (65 typewriter spaces) I-80N Jct. SR 19 in Arlington	ADT	PRESENT 4,750	FUTURE 8,3
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.
CARD 4	CLASS OF FEDERAL FUNDS Interstate				COUNTY NAM
	NAME OF URBAN AREA				ROUTE NO. I

CARD	LINE NO.	CHARGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDER
5					PE		I-80N Jct. SR 19 in Arlington			
5					ROW		"Arlington Intchge. Section"			
5					CONST (CODE) Y-003			0.00	88,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.00	88,000
1	15	PROGRAM APPROVAL DATES			

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	4,750	8,300	91	08	Oregon	35	042	663

DA CLASSIF.	DA AREA	EMERG. YR.	FL. AUTH YR	PROJECT NUMBER PREFIX LETTER (S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				I-	80-4	(22)	137	N

COUNTY NAME Gilliam CODE 021

ROUTE NO. I

FEDERAL - AID	STATE	U.S.
I-80N	2	I-80N

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
88,000	81,180	6,820	
88,000	81,180	6,820	

CHARACTER OF PROPOSED WORK
(Full description)

Landscaping consisting of planting trees, shrubs and vines; furnish & place topsoil; furnish & place gravel; install irrigation system.

ROW-250' normal; Access Control-Full; Parking Restrictions-Complete

REMARKS Additional Data: Item 612; Project I-80N-4(21).

(over)

USCOMM DUSCOMM-DC 40000-P61

ARLINGTON INTCHGE. SECTION

Remarks cont.:

Information for PR 37-B: R/W-1, R/W-F; Sanitary Facilities-N.

Project Data: This project is for landscaping the SW & SE quadrant of the Arlington Interchange and consists of preparation of rock areas, furnishing and placing gravel and topsoil, furnishing and planting trees, shrubs and vines, installation of an automatic irrigation system, and incidental work common to this type of project.

Public Hearing: None required under provisions of paragraph 6c of PPM 20-8.

Design Approval:

This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. Therefore, design approval for this project is considered to have been given prior to January 18, 1969, the effective date of current PPM 20-8, as an incidental element of the overall design which was approved when the State was authorized to advertise for bids Projects I-80N-4(9) and (13), to accomplish the main roadway construction, on November 26, 1962 and September 16, 1963 respectively.

State and District 12 Clearinghouses' Reviews: Exempt from review under paragraph 2(b) of IM 50-1-70 as all the right-of-way was acquired prior to September 30, 1969.

Environmental Statement: Not required as design approval given prior to January 1, 1970.

FILED
OCT 8 1971

October 8, 1971

Mr. R. E. Simmons
Division Engineer
Federal Highway Admin.
P. O. Box 378
Salem, Oregon 97308

Arlington Interchange Section
Project I-80N-4([illegible])[illegible]
Landscaping
Gilliam County

Dear Sir:

We hereby request your concurrence that the subject "Landscaping" Project had received design approval prior to January [illegible], 19[illegible] as an incidental element of the overall design which was considered as having been given when the State was authorized to advertise the following projects for bids:

1. Blalock-Arlington Section I-80N-4([illegible])130 "Grading" PS&E Authorized Nov. 24, 1967
2. Blalock-Arlington Section I-80N-4([illegible])130 "Stone Base and Paving" PS&E Authorized Sept. 16, 1968.

The subject project consists of planting trees, shrubs, vines and ground cover, lawn construction and installation of an irrigation system within the interchange area to complete this section of the interstate system to present aesthetic standards.

The work under the proposed project is within the existing right-of-way and does not have an adverse effect upon the abutting property and does not change the layout or function of the existing facility.

We further request, based on the foregoing information, your confirmation that no further action is required under paragraph 10 of PPM 20-8.

Very truly yours,

F. L. Porter
State Highway Engineer

By

L. E. [illegible]
Program and Planning Engineer

cc R. L. Porter
[illegible]
F. B. [illegible]
P. L. [illegible]
R. I. Chase

[illegible]:mg

RECEIVED
JUN 23 1966
FOR FILING

[illegible]37
1684

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 10, 1966

To: E. S. Hunter
Maintenance Engineer
DEPARTMENT

SUBJECT: Assignment #4618
Arlington Interchange
Re: Klaboe's letter to Crandall
dated April 21, 1966

Attention Dale Allen

Reference the above interchange, the work outlined in Mr. Cooper's letter of April 28 and Mr. Klaboe's letter of ~~May 6~~, has been completed.

The eastbound exit ramp has been provided with the minimum amount of temporary illumination. This consists of five luminaires mounted on wood poles. The lightingitself has not been turned on to date. The power company is in the process of obtaining a permit from the Highway Department to provide the service to these luminaire units. They will turn on the lighting when they have installed their service.

Standard Interstate delineation has been installed for both eastbound and westbound off-ramps.

The EXIT sign for eastbound traffic has been raised. The existing sign was replaced with a reflectorized background sign to provide better visibility at night at this location.

Robert N Bothman
R. N. Bothman
Sign Engineer

NOTED

RNB:nk

cc: A. F. Parson

cc - Edwards
Klaboe

RECEIVED
JUN 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 14 1966
MAINTENANCE ENGINEER

NOTED
D. D. [illegible]

RECEIVED
JUN 20 1966

7401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 31, 1966

FOR FILING

[illegible]/[illegible] 137

1684

SUBJECT: I-80N, Arlington Area
Assignment No. 4618-Edw

To: Mr. Tom Edwards
Assistant State Highway Engineer

4618

L

The delineation requested at the subject off-ramps has been completed.

Mr. Bothman advised that the wood poles for the luminaires are being installed this week and will be put into operation as soon as arrangements for power can be made.

E. S. Hunter
Maintenance Engineer

By Dale D Allen

Dale D. Allen
Maintenance Office Engineer

DDA:ib

cc: F. B. Crandall

NOTED
TOM EDWARDS

RECEIVED
JUN 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 [illegible] 65-23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 21, 1966

B/up
5-9

SUBJECT: I-80N, Arlington Area

To: Mr. F. B. Crandall
Traffic Engineer
BUILDING

Attention Mr. L. E. George

L

On Tuesday of this week I met with the City Council of Arlington and discussed with them some alleged problems concerning the entrances and exits between I-80N and the town.

I was advised that both exits from the highway are extremely difficult to find, particularly at night. I was also advised that many eastbound motorists miss the exit ramp and end up using the eastbound entrance to the freeway as an exit. Looking at the particular area where the eastbound entrance connects to the freeway, one can see a great deal of evidence that this illegal movement is in fact being done.

Please make a comprehensive investigation of the situation described above and advise me of the traffic facilities that will be required to more clearly delineate the exit points and to curtail as much as possible the wrong-way movement.

I would suggest that you give some personal attention to this problem and include an investigation of the possible need for some illumination.

The signs that are existing to make the off-ramps are of a temporary nature and may be inadequate during periods of darkness.

If you need any further information, I will be glad to discuss the matter with you.

F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
APR 22 1966
TRAFFIC ENGINEERING

Earl
I have contacted
[illegible] to
police this up

FBK:srb

cc: Tom Edwards
Victor D. Wolfe
P. D. Morgan

FORM 2-50X---50M---1-65 SP*18102-794

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 21, 1966

SUBJECT: I-80N, Arlington Area

To:
Mr. F. B. Crandall
Traffic Engineer
BUILDING

Attention Mr. L. E. George

On Tuesday of this week I met with the City Council of Arlington and discussed with them some alleged problems concerning the entrances and exits between I-80N and the town.

I was advised that both exits from the highway are extremely difficult to find, particularly at night. I was also advised that many eastbound motorists miss the exit ramp and end up using the eastbound entrance to the freeway as an exit. Looking at the particular area where the eastbound entrance connects to the freeway, one can see a great deal of evidence that this illegal movement is in fact being done.

Please make a comprehensive investigation of the situation described above and advise me of the traffic facilities that will be required to more clearly delineate the exit points and to curtail as much as possible the wrong-way movement.

I would suggest that you give some personal attention to this problem and include an investigation of the possible need for some illumination.

The signs that are existing to make the off-ramps are of a temporary nature and may be inadequate during periods of darkness.

If you need any further information, I will be glad to discuss the matter with you.

ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Tom Edwards
Victor D. Wolfe
F. D. Morgan

RECEIVED

Copies to
Klaboe
George

Attention
Straighten this
up via Bothman
Report when done
E

NOTED
D. D. ALLEN

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 21, 1966

SUBJECT: I-80N, Arlington Area

To: Mr. F. D. Morgan
Construction Engineer
BUILDING

Routing
Morgan DM
Decker
Bond
Barbee
Walker
Glenn
Swan
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
APR 22 1966
CONSTRUCTION
DIVISION

During the course of a meeting with the City Council of Arlington, it was brought up that no landscaping has been proposed by the State Highway Department for the Arlington Interchange area.

I realize that a great portion of the area is in solid rock cut but feel that we should make an effort to landscape the entrance in keeping with our usual procedure.

REFERRED TO
M. Astrup
By Construction Engineer

Please have someone investigate this matter and report to me.

Another point of contention was the construction of an eastbound off-ramp into Arlington at the east end of the viaduct. I do not think that such a ramp is practical. However, I would like you to investigate the matter including the preparation of sketches which would clearly show the difficulty.

REFERRED TO
Barbee
By Construction Engineer

REFERRED TO
C. Swan

F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Victor D. Wolfe

CITY OF ARLINGTON

ARLINGTON, OREGON

April 14, 1966

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

REFERRED TO

Dear Sir:

Reference is made to your letter of April 12, 1966 setting up a meeting to discuss the possibility of additional accesses to U. S. Highway I-80N.

We will be glad to meet with you at the City Hall in Arlington at 2:30 P.M. on Tuesday, April 19. We will have representatives of the City there at that time.

Very truly yours,

CITY OF ARLINGTON

Leslie E. Grant

Leslie E. Grant, Mayor

LEG:ga

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

[illegible]

April [illegible], 1966

The Honorable [illegible]
[illegible]
[illegible]
[illegible], Oregon

Dear Mayor [illegible]:

[illegible] is made to your letter of [illegible] 7 by Mr. [illegible] [illegible] [illegible] highway [illegible].

I suggest that we meet at a place of [illegible] at [illegible] a.m. [illegible] April [illegible]. If this time is [illegible], please advise.

Very truly yours,

Forrest Cooper
Deputy State Highway Engineer

By

[illegible]
Assistant State Highway Engineer

[illegible]

cc: [illegible]
[illegible]
[illegible]
[illegible]
[illegible]

May 6, 1946

The Honorable Leslie E. Grant
Mayor of Arlington
City Hall
Arlington, Oregon

Dear Mayor Grant:

Reference is made to our recent meeting held in Arlington to discuss the sewage and [illegible] between your City and [illegible].

We have [illegible] our work of investigating the [illegible] and of [illegible] to obtain [illegible] of vertical and horizontal [illegible].

We will, therefore: (1) install overhead [illegible]; (2) [illegible]

For the [illegible] in the [illegible]

The [illegible]

We have also [illegible] the possibility of [illegible]

[illegible]
[illegible]
[illegible]

[illegible]

I enjoyed our [illegible] [illegible] [illegible] which you mentioned in the [illegible]

Very truly yours,

Forrest Cooper
State Highway Engineer

By

[illegible]
Assistant State Highway Engineer

[illegible]

cc: Forrest Cooper
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

FOR FILING

[illegible] 37
7681

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1966

SUBJECT: I-80 N, Arlington Area

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Through: F. D. Morgan

An investigation of the planting possibilities at the subject site has been made.

You are correct. Most of the area is solid rock or rock fill. The remainder is as unlikely a place to successfully grow plants as you can find. We think we can do a minor amount of planting in pockets, chiefly hardy pines and junipers. Whatever is done will be costly. As soon as construction is completed, we will again examine all possibilities of improving the appearance of the entrance into Arlington.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

NOTED
F. B. KLABOE

cc: F. D. Morgan

OFFICE OF
STATE [illegible]

RECEIVED

FOR FILING

[illegible] 157

7681

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 3, 1966

To: MEMO TO THE FILE

SUBJECT: Illumination Installation and Sign Revision - I80N

This memo is to advise interested parties that the writer and Mr. Bethman have discussed the matter of illumination installation and sign revision at the eastbound off-ramp of I80N at Arlington. Also to be installed is appropriate delineation.

Mr. Bethman is making arrangements to have the above mentioned items installed as soon as possible. A separate report on this is being sent to Fred Klabee who is also working on this matter.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Forrest Cooper
R. L. Porter
Tom Edwards
E. S. Hunter

NOTED
[illegible]

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 5-9C 50M 7-63 SP*0229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 2, 1966

SUBJECT: I80N - Arlington Area

FBK 676

To: F. B. Klaboe
Asst. Highway Engineer
BUILDING

Subsequent to receiving the above numbered assignment involving the ramps into Arlington, Mr. Cooper called me to discuss this matter.

Based on the discussion, the following improvements will be made for the eastbound off-ramp into Arlington. The improvements are based on observation of the line and grade of the Interstate highway in the area. Traffic approaching from the west does not see the off-ramp until they are in close proximity because of both vertical and horizontal curves. In addition, this off-ramp is also on a descending grade and curves quite sharply around the edge of a rock bluff.

To provide more adequate advance warning of this off-ramp we will:

1. Install overhead illumination
2. Install standard Interstate delineation
3. Raise the exit signs slightly to produce better visibility over the vertical curve and provide this sign with some illumination.

For the eastbound entrance ramp, there has recently been installed one-way arrow pavement markers which should help to eliminate the U-turning and the wrong-way movements on this ramp. The ~~eastbound~~ westbound off-ramp lies near the bottom of a sag vertical curve and presents no problem in good approach visibility. We will, however, install standard Interstate delineation also on this off-ramp.

L. E. George
L. E. George
Assistant Traffic Engineer

LEG:njc
cc: E. S. Hunter
R. N. Bothman
J. F. Putnam

January [illegible], [illegible]

[illegible]
[illegible]
[illegible]
[illegible]

Dear [illegible]:

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Honorable [illegible] — 2 [illegible]

Under certain circumstances, it is necessary to [illegible] [illegible]

The [illegible] [illegible] very legible.

Very truly yours,

[illegible]

Encl.

cc: [illegible]
[illegible]

[illegible]:jw FC.fn

RECEIVED

FOR FILING

[illegible] 137

7224

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1962

SUBJECT: Arlington Interchange
Old Oregon Trail Highway

To:

Mr. R.L. Porter
Assistant State Highway Engineer
Building

I am attaching 5 copies each of line diagrams of Plan "A" and Plan "B" interchanges at Arlington.

Plan "A" is the original proposal and our presently approved plan in this area. This plan is an elongated diamond type of interchange with the entrance and exit ramps entering and leaving the freeway beyond the ends of the structure and on easy alignment. The estimated cost of this plan is $1,480,000.

Plan "B" was developed at the request of Arlington. It was their thought that traffic on the freeway should be able to see Arlington prior to the exit ramps. Inasmuch as Arlington is in a narrow canyon, the town cannot be seen until traffic is opposite the town location. This required the development of the loop type of exit ramps which required traffic to leave the freeway while still on the structure on tight 36° curves constructed on structures. These tight curves on structures leaving the high speed freeway would, in my opinion, be very hazardous in this part of the Columbia Gorge with the icing conditions. The estimated cost of this plan is $2,300,000.

Traffic westbound on the freeway will not be able to see practically any of the town due to the superelevation on the main highway curve. The southerly handrail will be higher than the driver's eye and only those buildings on top of the hill would be visible to him.

NOTED
R. L. PORTER

The driver on freeways will of necessity have to depend on signs to inform him when he wishes to leave the freeway. For this reason Plan "A" will serve the town of Arlington as well as Plan "B" and is far superior in operating characteristics as well as being $800,000 cheaper.

F.D. Morgan
Construction Engineer

By

D.J. Barbee
Assistant Construction Engineer

DJB:ip
Attach

RECEIVED
JAN 19 1962
OFFICE OF
STATE HIGHWAY ENGINEER

THE DALLES ←
UPRR
6° C.
BIRCH ST.
CEDAR ST.
ASH ST.

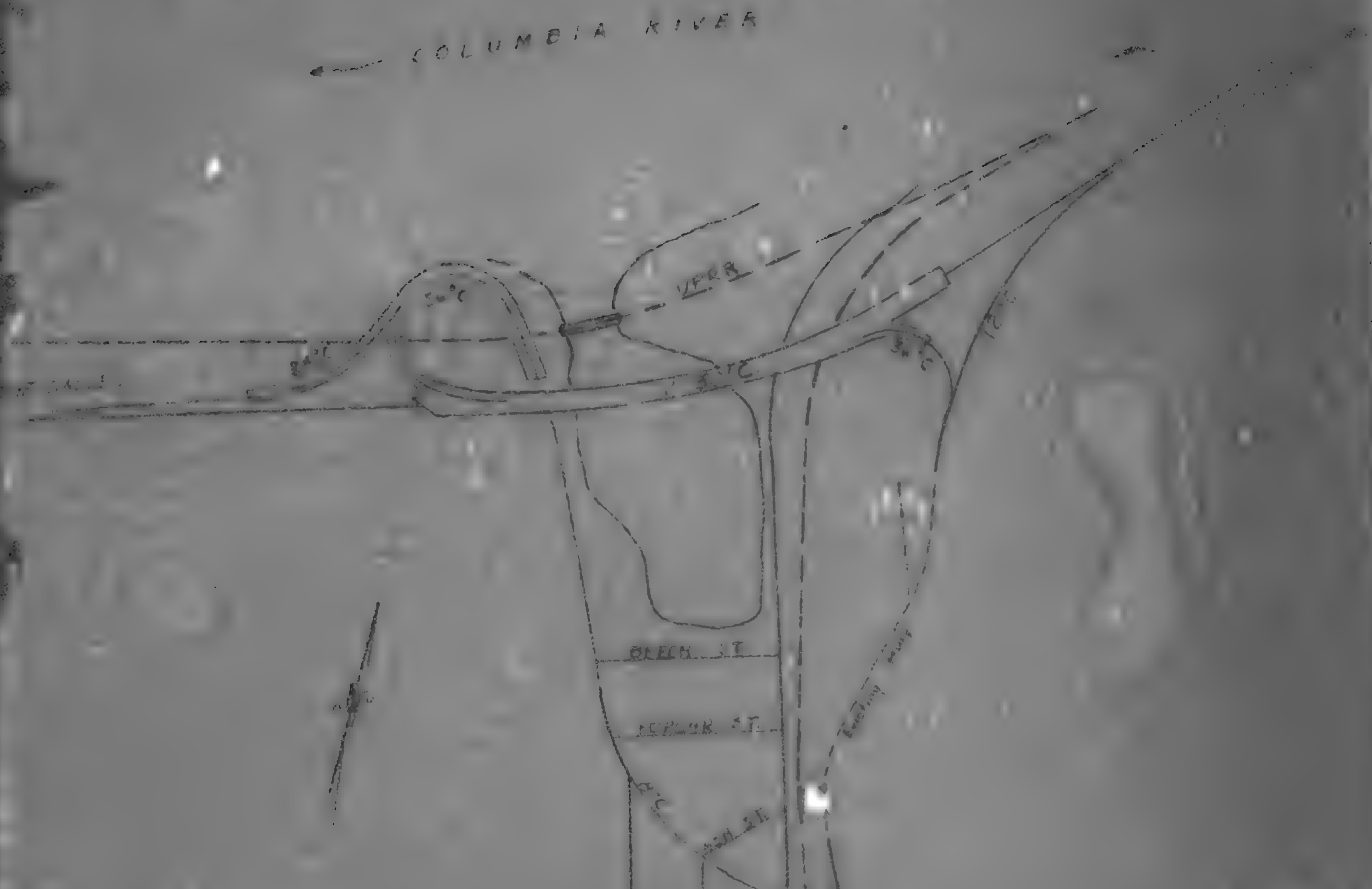
OREGON STATE HIGHWAY DEPT.

U.S. HWY [illegible]

AT

[illegible]

[illegible]


COLUMBIA RIVER
U.P.R.R.
BEECH ST.
POPLAR ST.
ASH ST.

[illegible] STATE HIGHWAY DEPT.
[illegible]

December 21, [illegible]

[illegible]

Dear Mr. [illegible]:

[illegible]

[illegible]

[illegible]

Very truly yours,

[illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 15, 1960

SUBJECT: Arlington Interchange

To:

Mr. Forrest Cooper
Deputy State Highway Engineer
OFFICE

I am sending to you, herewith, a copy of the Arlington Interchange as originally designed and approved along with a revised copy which carries the traffic pass the town of Arlington before the exit move from the freeway can be made.

The cost estimates for these two plans are as follows: The original plan, $1,480,300. The revised plan, $2,297,000. These cost estimates are for grading, paving, and structures only. No right-of-way costs are included because of the relocation of the town of Arlington by the Army Engineers. The new plan does not result in any great improvement in the highway grade line. A 5% grade is still necessary on the westerly side of Arlington although it has been shortened by approximately 500 feet. The grade line on the new plan also results in 25 feet less rise and fall.

2.297
1.480
817

Tom Edwards
Tom Edwards
Construction Engineer

CKA:jk
Attachment
cc: W. C. Williams

RECEIVED
DEC 1[illegible] 1960
[illegible]

PS-1-5025 Portland City-wide Traf. Signals '7
(17) (Unit A) on various city streets
#7685 (13 traf. signals install.)

[illegible] HIGHWAY DIVISION

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Portland
City Hall
Portland, OR 97204

Attention of Mr. Robert E. Rector
State Highway Coordinator

Request No. (assigned by staff engineer or head of division) cc 1446

Date September 30, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project [redacted]
Citywide Traffic Signals, [redacted]
City of Portland

Covered by Agreement dated 11/16/71.
Contract No. 7685

Itemized Statement: CLI-DT-FILE #502517 ADVANCE DEPOSIT

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	$23,450	
		Amount Previously Transferred	22,450	1,000.00
		Amount Previously Transferred	$22,450.00	
		City's share per attached sheet	22,430.52	19.48
				$1,019.48

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 23,450

Is this a partial or final request for billing? FINAL

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 22,450

[illegible] cc 1335

Credit distribution: 26-0607-299

Submitted by: Gary E. Zehner
Gary E. Zehner, Urban Program Engr.
County & City Unit

Approved: R. N. Hand
[illegible]

Approved:
[illegible]

[illegible]

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: Sept. 30, 1974

CITY PORTLAND Contract No. 7685 Date Completed 7/27/72

PROJECT # EPS-P-5025(17) SECTION: Citywide Traffic Signals, "Unit A"

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contractor		$105,425.35
SFO #1 Minor Street work by City of Portland		3,982.12
SFO #2 Replacing Signal Heads by City of Portland		530.54
SFO #3 Replacing Signal Heads by City of Portland		1,199.56
Construction Engineering		11,190.02
Utility Audit Expense		203.48
Interest Paid to Contractor		3.67
TOTAL PROJECT COST		$122,534.74
Federal Aid Funds collected		77,824.16
BALANCE		$ 44,710.58
Items in which FHWA did not participate:		
Construction Engineering	146.23	
Utility Audit Expense	0.56	
Interest Paid to Contractor	3.67	150.46
Amount to be Shared by State & City		$ 44,560.12
City share per agreement dated 11/16/71:		
50% of $44,560.12		$ 22,280.06
100% of Non-participating items		150.46
		22,430.52
City's advance deposit - 12/23/71		23,450.00
BALANCE TO BE REFUNDED TO CITY		-$ 1,019.48

Reference: Billing Form cc 1446

[illegible] Projects

A. No.	Cont#	Prefix	Description	F.A. Funds	[illegible]
S-S 604(2)	7770	604-1008	Humbug Creek Bridge	103,282.54	9-16-74
S-538(2)	7841	509-1082	2nd St.-S. Railroad Blvd.	22,162.00	9-16-74
S-586(1)	7607	530-1017	O.L.&W. Canal Bridge	20,322.10	9-16-74
U-168(24)	7463	26-1026	Ross Is. Br.-S.E. Reedway St.	865,241.72	9-16-74
5-I 5-2(71)068	7754	610-1039	Garbage Dump Intchge.-Jumpoff Joe Cr.	618,979.81	9-16-74
I-5-5(58)287	7811	634-1059	Norwood Rd. U'xing-Stafford Rd. Intchge.	144,255.93	9-16-74
80N-6(43)213	7347	630-1009	W. Unit Pendleton-Emigrant Hill	2,516,633.74	9-16-74
105-4(11)197	ROW	620-2517	Williamette River-7th Ave (Eugene)	2,723,751.46	9-16-74
205-2(18)298	7474	603-1011	West Linn Interchange (Roadside Imp.)	63,546.47	9-16-74
T-5025(17)	7685	26-0665	Portland City Wide Traffic Signals (Unit B)	77,824.16	9-16-74
ER-227(3)	7657	Various	Mile Point 39.2 Slide	125,116.40	9-16-74
ER-232(1)	None	Various	Hutchinson Wayside Slide	29,508.88	9-16-74
ERFO-269(1)	None	Various	Happy Hollow-Dolph Section	6,905.18	9-16-74
ER-278(1)	7865	Various	Williamette River-Orleans Section	61,408.28	9-16-74
ER-279(1)	7839	Various	Lost Creek Bridge	30,650.20	9-16-74
ER-274(1)	None	Various	Canby Section	22,441.09	9-16-74
ER-275(1)	None	Various	Clackamas River Rd (M.P. 3.88)	20,765.21	9-16-74
ER-276(1)	None	Various	Barton Bridge Section	12,163.00	9-16-74

RECEIVED
COUNTY & CITY SECTION
SEP 27 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ [illegible]
☐ RPE ☐ CE ☐ BE ☐ RPS ☐

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED
(PPM 30-6)

APPROPRIATION	VOUCHER NO.
	SCHEDULE NO.
THE UNITED STATES, DR., TO (Insert official or depository named in project agreement) Treasurer of the State of Oregon	PAID BY
ADDRESS State Capitol Building, Salem, Oregon 97310	(For use of Paying Office)
STATE Oregon	FEDERAL AID PROJECT NO. EPS-T-5025(17)
VOUCHER PERIOD: FROM 12-1-71	TO 5-29-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$122,534.74	$122,384.28	63.59%	$77,824.16	$77,824.16	$0.00	

RECEIVED DIVISION OFFICE BY DATE	FIELD AUDIT MADE BY DATE	PASSED FOR PAYMENT BY DATE

REMARKS

Oregon

V.E. Skoog, Fiscal
Officer, OREDOT

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

Portland City-Wide Traffic Signal Program (Unit A)

Multnomah County

	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT
	Construction				
	Type Code [03]				
	Traffic Signals (At 13 locations) Contr. 7685				
	Final Contract Payment Summary	Lump	Sum		$105,425.38
SFO	#1 Minor Street Work by City of Portland	All	Required		3,982.72
SFO	#2 Replacing signal heads by City of Portland	All	Required		530.54
SFO	#3 Replacing signal heads by City of Portland	All	Required		1,199.58
	Total Construction Cost				$111,137.57
	Construction Engineering				
	State	All	Required		$ 11,043.79
	Miscellaneous Project Cost				
	Utility Audit Expense	All	Required		$ 202.92
	Total Participating Cost				$122,384.28
	Non-Participating Items				
	Construction Engineering	All	Required		$ 146.23
	Utility Audit Expense	All	Required		.56
	Interest paid to contractor	All	Required		3.67
	Total Non-Participating Cost				$ 150.46
	Total Cost				$122,534.74
	AMOUNT CARRIED FORWARD......				

Summary of Completed Federal Aid Work

Portland City-Wide Traffic Signals (Unit A)

EPS-T-5025(17)

Description	Type Code	Total Cost	F.A. Funds	Total Length
Traffic Signals (At 13 locations)	Y031	$122,534.74	$77,824.16	0.00 Miles

STATE COPY

7685

CC: CORD (H S Coulter)
[illegible]
[illegible] Ec
Area Engr Christiansen

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

5-17-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO. 10	REPORT NO. 5	COUNTY Multnomah	DIVISION Oregon
DATE OF REPORT 5-17-73	REPORT MADE BY P. E. O'Neil, Asst Area Engineer		PROJECT NO. 7683 RPS-T-5025(17)
COMPLETION DATE 7-27-72	ACCEPTANCE DATE BY CONTRACT AGENCY 11-16-72	TIME ELAPSED 100 %	CONTRACT TIME 200 calendar days
APPROVED EXTENSIONS None	LOCATION 13 intersections throughout the City of Portland		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CO. Y SENT
MAY 29 1973
REGIONAL OFFICE

PORTLAND CITY-WIDE TRAFFIC SIGNALS
VARIOUS CITY STREETS (UNIT A)
Traffic Signal Installation

The project provided for the signalization of 13 intersections, minor channelization, adjustment of curb returns, and striping. The minor channelization, programmed signal heads at 42nd and Hancock, curb work and striping was accomplished by City forces.

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on July 27, 1972, at which time 200 chargeable days had elapsed. The contract time was 200 calendar days.

The final cost of the contract items was $102,075 which is the exact amount of the contract. The grand total for the project, including engineering and contingencies, was $121,800 which was an underrun of 13%. All of the required supporting documents have been submitted and acceptance of this project is recommended.

5-31-73
cy Constr.
Young

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE PE O'Neil P. E. O'Neil for		SIGNATURE Original signed by E. J. Valach Dist. Engineer	
TITLE C. T. Christiansen	DATE 5-17-73	TITLE E. J. Valach	DATE 5-29-73

Form PR 33-E
(Rev. 7-70)

EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

Form A-63 (Rev. 9-70)

6-18

STATE FORCES
NOT INVOLVED

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

SPR

Contract No. 7685

APPLYING TO CONTRACT PROJECTS

Order No. 1

Section Portland City-Wide Traffic Signals

Date February 9, 1972

Highway Various City Streets [✓ Unit A]

F.A.P. No. EPS-T-5025(17)

County Multnomah

Prefix 26-0607

Account No. 279-01

Description of Work To Be Done: Payments to the City of Portland for minor street work performed by the City of Portland in conjunction with the installation of signals at 6 intersections on this contract. Work includes, but not limited to curbs, sidewalks, drainage pipes, inlets and paving. This work has not been started.

Location by Station Numbers: 6 intersections as follows:

1. SE 7th Avenue and Clay Street
2. NE 20th Avenue and NE Irving Street
3. NE 57th Avenue and NE Halsey Street
4. NE 57th Avenue and NE Glisan Street
5. N. Lombard Street and N. St. Louis Avenue
6. N. Lombard Street and N. Penninsula Avenue

Estimate of Quantities and Costs:

Total estimated cost as per the City of Portland - - - $5,100.00
City of Portland will be paid on an actual cost basis.

RECEIVED
COUNTY & CITY SECTION
MAY 24 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Explanation: Work by the City of Portland was an additional anticipated item for this contract. The construction authorization of $20,000.00 is for TOPICS project to signalize 30 intersections including Units B and C.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $139,917.13

Present estimate of project cost, including $5,100.00 for work under this order $119,469.75

Expected under-run / over-run (amount) UNDERRUN $20,447.38

Expected under-run / over-run (per cent) UNDERRUN 14.61%

Space to right of this line for use of Salem Office

Submitted by: Jerry C. Street
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended: R. W. Ell
For Construction Engineer or Bridge Engineer

Approved: A. E. Johnson
Asst. St. Hwy Construction Engineer

CC: Berg
Fritz
Curray

AP-(7330)-734

SK

T

CONTRACT REVISION AUTHORIZATION - OREGON STATE HIGHWAY DIVISION

Contract No. 7685 Section Portland City Wide Traffic Signals Unit A FA No. EPS-T-(5025)17

Type Revision SFO No. 1 Amount $5,100.00 Funds in Author. $20,000

Status Total Project Author.: Over ____ % $ ________ Under 14.6 % $20,447.38

Explanation (why) and Comments Compensate City of Portland for work preformed by them in conjunction with installation of signals at 6 intersections on this contract.

Provided for in original contract authorization.

State forces are not involved.

Method of Payment Cost Est. increase/decrease in cost $0.00

Price checked by Cost Analyst ________ Discussed Asst. Bridge Engr. RWE

Discussed with Christiansen on 2-18-72 by Jack Davis

Action Recommended:

☒ APPROVAL
☐ SUBJECT TO REVIEW
☐ OTHER
☒ PARTICIPATING
☐ WITH COST JUSTIFICATION
☒ TENTATIVE APPROVAL TO PROCEED 2-9-72 (Christiansen)
☐ NON PARTICIPATING
☐ WITH SUPPORTING DATA

Jerry C. Street Resident Engineer

JCS:cw
Attachments

2-22-72
NOTED
R.J. WRIGHT
by J.O.

METROPOLITAN ENGINEER
RECEIVED
FEB 11 1972
☒ ME ☐ AME ☐ AME ☐ MOE ☐ MDE ☐ MTE

cc Walt Hart. w/ro. -

Approval recommended. -

RECEIVED
FEB 16 1972
BRIDGE DIVISION

January 16, 19[illegible]

Federal Insurance Company
[illegible]
[illegible]
[illegible] Street
Seattle, Washington 98101

Gentlemen:

On November 29, 19[illegible], we wrote to you [illegible] of [illegible] Contract No. [illegible] [illegible] Portland [illegible] Multnomah County.

Final payment on this contract is [illegible] and the total [illegible] including [illegible] for work performed under force account.

Very truly yours,

C. W. [illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

[illegible]

cc [illegible], Inc.
[illegible]
Portland, Oregon [illegible]

bc C. T. [illegible]
[illegible]
V. E. [illegible]
Attn: W. L. [illegible]
L. E. [illegible]
[illegible]

RECEIVED
JAN 1 [illegible]

FOR FILING

7685

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

DATE: January 11, 1973

In reply refer to: 10-35-DA

RECEIVED
STATE HWY ENGR
JAN 15 '73
REFER TO
FOR

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : G. L. Green, Division Engineer
for Salem, Oregon

SUBJECT: Oregon Project EPS-T-5025(17)
Portland City-Wide Traffic Signals (Unit A)
State Force Order No. 3
Total Estimated Amount of the Order - $1,200.00
Federal Participation - $720.00

Reference is made to Mr. Young's letter of December 27, concerning the subject order.

The use of City Forces to replace two conventional signal heads with programed heads at N.E. 42nd Ave. and Hancock is approved as being in the public interest under the provision of PPM 21-6.2.

The northbound 42nd Ave. traffic is ignoring the signals at Sandy Blvd. and obeying the signals at Hancock St., thus endangering Sandy Blvd. traffic. Since the contractor has completed his work and moved from the work area, it will be in the public interest for City Forces to perform the work which they can do more expeditiously and economically.

Federal participation will be based on the actual cost of the signal installation less salvage value for the conventional signal heads. The estimated total costs of the work to be done under this order is $1,200.00 with Federal participation of $720.00.

Enclosure
State Force Order No. 3

To Young
1-15-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

2695

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 11, 1973

In reply refer to: 10-35-DA

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 15 '73
REFER TO
FOR

SUBJECT: Oregon Project EPS-T-5025(17)
Portland City-Wide Traffic Signals, Unit A
State Force Order No. 2
Total Estimated Amount of the Order - $270.00
Federal Participation - $162.00

Reference is made to Mr. Young's letter of January 3, concerning the subject order.

The use of City Forces to revise the traffic signals at 57th Ave. and N.E. Glisan is approved as being in the public interest under the provision of PPM 21-6.2 for the following reasons:

1. The contractor has completed his contract work and moved off the project, thus to perform the work contemplated under the order would entail extra move in costs.
2. The City has trained men and specialized equipment to perform the work most economically and expeditiously.

The revised traffic signals and signing to be performed should be in conformance with the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the actual cost of the installation less salvage value. The estimated total costs of the work to be done under this order is $270.00 with Federal participation of $162.00.

Enclosure
State Force Order No. 2

To Young
1-15-73

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

November 17, 1972

TO Oregon State Highway Commission

FROM F.B. Klaboe
Deputy State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. [illegible] Work Completed July 17, 1972

Project [illegible] Traffic Signals (Unit 4)

Highway Various City Streets County Multnomah

Type of Work Traffic Signal Installation

Contractor [illegible] Electric, Inc.

Recommended Acceptance Date [illegible], 1972

The contractor has completed all work according to specifications. I [illegible] acceptance of the project. I [illegible] your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on [illegible] for your formal endorsement.

VC:dnk

cc: [illegible]
[illegible]
[illegible]
[illegible]
[illegible] Hunt

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 110098

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-23-72	sc 1335		26-0607-299

City of Portland
City Hall
Portland, Oregon 97204

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Wayne Oberding State Hwy. Coordinator			
Advance Deposit			$ 23,450.00
Partial transfer of advance deposit for construction of Unit "A" of the Citywide Traffic Signals TOPICS Project. Contract # 7685 Covered by agreement dated 11-16-71			$ 22,450.00
To be retained			$ 1,000.00

RECEIVED
COUNTY & CITY SECTION
OCT 25 1972
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☐ DPE ☑ CE ☐ RE ☐ RPE ☐

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $

B.

OREGON STATE HIGHWAY DIVISION

01—(7-65)
784

Request for Outside Billing

(Or Advice of Cash Transaction)

ss invoice to: CITY OF PORTLAND
CITY HALL
PORTLAND, OREGON 97204

ation of Wayne Oberding
State Hwy. Coordinator

Request No. (assigned by staff engineer or head of division) cc 1335

Date October 24, 1972

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

ion and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

EHS-T-5025(17)

ADVANCE DEPOSIT $23,450

emized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for construction of Unit "A" of the Citywide Traffic Signals TOPICS Project. Contract #7685.		22,450
		Covered by agreement dated 11/16/71.		$ 1,000
		TO BE RETAINED		

Credit distribution: 26-0607-299

If payer has made payment for this service, indicate the amount of payment. $

Submitted by: RICHARD BLADORN
Richard Bladorn

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $23,450

Is this a partial or final request for billing? Partial

Approved:
Division Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved:
Department Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff [illegible] head will forward original copy to the Accounting Division. Additional copies may be obtained for and retained by the division [illegible] If the request is to be accompanied by a payment, an additional copy shall be submitted for the [illegible]

10-3-72

CC: [illegible] (A E Johnson)
[illegible]
[illegible] TC
[illegible] Christiansen

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 6	COUNTY Multnomah	DIVISION Oregon
			PROJECT NO. FRS-T-5025(11)
DATE OF INSPECTION [illegible]/72	INSPECTION MADE BY F. E. O'Neill, Asst Area Engineer		
IN COMPANY WITH See below			
QUALITY OF WORK* Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY [illegible]

NOTED
A. E. JOHNSON

OCT 16 1972
REGIONAL OFFICE

*Bill Hood, City of Portland
Jim Wilson, City of Portland
Jerry Street, OSHD
Al Baar, OSHD
Chuck Fredrickson, OSHD
David Noyes, FHWA

PORTLAND CITY-WIDE TRAFFIC SIGNALS
UNIT A
Traffic Signal Installation

[illegible] CA 10-18-72

All physical work was satisfactorily completed in substantial conformance with the approved plans and specifications on July 27, 1972, at which time 200 chargeable days had elapsed. The contract time was 200 calendar days.

The pavement was striped and the crosswalks marked at the signalized intersections in compliance with the MUTCD.

The materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
STATE HWY ENGR
OCT 17 '72
REFER TO
FOR

10-18-72
Johnson
Cy Young

PREVIOUS EDITIONS WILL BE USED

76-85

STATE COPY

MONTHLY TRANSACTION NUMBER 10-3	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	COUNTY Multnomah
MODIFICATION NUMBER 1	*(PPM 21-7)* [illegible]	PROJECT NUMBER EPS-T-5025(17) Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 20, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 113,602	$ 123,624
Federal Funds	$ 72,194	$ 78,560
Other revisions		

This modification is made for the following reasons:

Include authorized work previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of September, 1972.

OREGON STATE HGIHWAY DIVISION
(Official name of Highway Department)

By ____________________

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Engineer)
Acting
G. L. Green

Form PR-2A (Rev. 5-71) **Existing stocks of Form PR-2A (Rev. 4-70) will be used.** GPO 918-461

Oregon State Highway Division

Federal Aid Project
No. EPS-T-5025(17)Safety

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT A)

VARIOUS CITY STREETS IN MULTNOMAH COUNTY

Salem, Oregon, September 22, 1972

Revised Project Agreement Estimate.

Type Code Y031
Traffic Signals (at 13 Locations)

Temporary Protection and Direction of Traffic	All Required	$ 2,200.00
Traffic Signal Installation, Complete	All Required	99,875.00
		$102,075.00
Flagging (60% of Contractor's Cost)	All Required	$ 1,200.00
SFO 1 Channelization at Street Intersections by City Forces	All Required	5,100.00
P.A. 1 Add Signal Monitor Units	Lump Sum	4,010.74
		$ 10,310.74
	Subtotal	$112,385.74
	10% Engr. & Cont.	11,238.26
	Total	$123,624.00

Length of Project - - - - - 0.0 mile

Federal Funds - - - - - - - - - - - - - - - - -	$ 78,560.00
State Funds - - - - - - - - - - - - - - - - -	22,532.00
City Funds - - - - - - - - - - - - - - - - -	22,532.00
Total	$123,624.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%
Contract No. - 7685
Prefix - 26-0607

STATE COPY

Form Approved, O.M.B. No. 04-R3550

MONTHLY TRANSACTION NO. 1-85

PROJECT REPORT NO. 3

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

1-20-72

STATE Oregon

COUNTY Multnomah

PROJECT NO. EPS-T-5025(17)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City of Portland (Portland City-Wide Traffic Signals)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	12-1-71	0.00
OTHER (Specify)		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 113,602	$ 72,194

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. F. Schunke

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer JAN 20 1972

FORM PR-2 (REV. 5-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division

Federal Aid
Project No. EPS-T-5025(17) Safety

PORTLAND CITY-WIDE TRAFFIC SIGNALS (UNIT A)

VARIOUS CITY STREETS IN MULTNOMAH COUNTY

Salem, Oregon, January 12, 1972

Project Agreement Estimate.

Type Code Y031
Traffic Signals (At 13 Locations)

Temporary Protection and Direction of Traffic	All Required	$ 2,200.00
Traffic Signal Installation, Complete	All Required	99,875.00
		$102,075.00
Flagging (60% of Contractor's Cost)	All Required	1,200.00
	Subtotal	$103,275.00
	10% Engr. & Cont.	10,327.00
	Total	$113,602.00

Length of Project - - - - 0.00 mile

Retained in Program Status

Channelization at Street Intersections by City Forces	All Required	$ 20,000.00
	Subtotal	$ 20,000.00
	10% Engr. & Cont.	2,000.00
	Total	$ 22,000.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	Other Funds
Traffic Signals	$113,602.00	$72,194.00	$20,704.00	$20,704.00
Retained in Program	22,000.00	13,980.00	4,010.00	4,010.00
Total	$135,602.00	$86,174.00	$24,714.00	$24,714.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7695

Prefix 26-0607

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 6, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(17)
Portland City-Wide Traffic Signals Unit A
City of Portland Striping Standards

The criteria set forth in Mr. Bergstrom's letter of August 16, 1972, for marking crosswalks at signalized intersections complies with MUTCD. The proposed striping standards for use on TOPICS projects within the City of Portland are acceptable.

9-11-72
[redacted] Bob

RECEIVED
STATE HWY ENGR
SEP 8 '72
FGL

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM [illegible]

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION Portland City-Wide Traffic Signals - Unit A	WEEK ENDING August 26, 1972
		SECTION PREFIX 26 - 0607
	HIGHWAY Various City Streets	COUNTY Multnomah
NAME OF JOB Portland City-Wide Traffic Signals	KIND OF WORK Traffic Signal Installation	
CONTRACTOR Christenson Electric, Inc.	CONTRACT NUMBER 7685	FEDERAL AID PROJECT NUMBER EPS - T - 5052(17)
DATE OF CONTRACT December 23, 1971	DATE WORK STARTED February 29, 1972	ESTIMATED COMPLETION DATE July 27, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 200	WORK DAYS USED CALENDAR DAYS USED 200
PROJECT AUTHORIZATION: $139,917.13	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100.0 %
EXCLUSIVE OF ENGINEERING: $128,822.38	ENGINEERING AUTHORIZATION $11,094.75	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99.0 %
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $127,785.74	ENGINEERING COST TO DATE 10,250.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 90.0 %
ESTIMATED PERCENT OVERRUN UNDERRUN UNDERRUN 0.80 %	PERCENT OF AUTHORIZATION 92.4 %	DATE PROJECT WAS COMPLETED July 27, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK

1-Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO	Bases	Poles	Controller	Signals	Conduit	Interconnect Wire		
PERCENT	100	100	100	100	100	100		

	Calendar WEATHER	XXXX DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0		
MONDAY	Rain	0		RECEIVED
TUESDAY	Fair	0		AUG 2[illegible] 1972
WEDNESDAY	Fair	0		CONSTRUCTION SECTION
THURSDAY	Fair	0		[redacted]
FRIDAY	Fair	0		
SATURDAY		0		

Rouse Preso Bond Walker Glenn Johnson Litchfield Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

August 20 SUNDAY	No Activity
August 21 MONDAY	" "
August 22 TUESDAY	Grinding footings at: N.E. 9th. & Halsey N.E. 15th. & Halsey N.E. 57th. & Glisan
August 23 WEDNESDAY	No Activity
August 24 THURSDAY	" "
August 25 FRIDAY	" "
August 26 SATURDAY	" "

REMARKS

SUMMARY: Grinding footings at 3 intersections.

THIS IS THE FINAL WEEKLY REPORT FOR THIS PROJECT.

Anticipated Date for Submission of Semi-Final is September 10, 1972.

SIGNED Jerry C. Street LOCATION Portland

Jerry C. Street, Resident Engineer

[illegible] SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

FOR FILING

OREGON STATE
HIGHWAY DIVISION

7685

HIGHWAY BUILDING • SALEM, OREGON • 97310

OCT 13 '72
REFER TO
FOR

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

DATE August 1, 1972

Federal-aid Project
No. EPS-T-5025(17)

FROM George M. Baldwin
Administrator of Highways
by
L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON

CH Const. 10-27-72

SUBJECT Request; Contract Acceptance

Contract 7685 Work Completed July 27, 1972

Project Portland City-Wide Traffic Signals

Highway Various City Streets (Unit A)

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 3, 1972

Conditions not acceptable: None

for G. L. Green
Acting Division Engineer

VG:dgk

cc: Tom Edwards
L. H. Young

RECEIVED
OCT 27 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

STATE COPY

(A E Johnson)
Region
Wash DC
Area Engr Christiansen

7-5-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS CSE

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(REV. 3-68)

(Check appropri[illegible] ☐ [illegible]tract ☒ Project Stage Inspection ☐ Final Inspection

Region No. 10	Report No. 3	County Multnomah	Division Oregon
Date of Inspection 7/5/72	Inspection Made By P. E. O'Neil, Assistant Area Engineer		Project No. EPS T-5025(17)
In Company With Jerry Street, Resident Engineer, OSHD.			
Quality of Work* Satisfactory	Progress of Work Satisfactory	Time Elapsed 87 %	Work Completed 80 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

(*Not applicable for all Contracts.)

COPY SENT
JUL 14 1972
REGIONAL OFFICE

PORTLAND CITY-WIDE TRAFFIC SIGNALS
UNIT A
Traffic Signal Installation

I. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction procedures, the State's inspection procedures, and the State's documentation of pay items.

7-18-72
Al cc Young

II. SUMMARY OF FINDINGS

1. On these signal installation projects we should be calling for a different style of safety switch box—one that has the on-off switch on the interior of the box instead of an exterior on-off switch that are on this project.

2. A controversy has occurred on this project concerning the number of poles that were to be installed by the contractor. In the future, a pole listing should be in the special provisions.

3. The State should assure themselves before final acceptance of the project that the switch box doors can be opened since there appears to be a possible conflict between the door opening and the ventilation system on the top of the controller cabinets.

4. Some of the concrete finishing work was not up to standards.

5. We are not obtaining the 7-foot clearance from the sidewalk to the bottom of the pedestrian signal.

6. Documentation of the pay items was found satisfactory.

III. RECOMMENDATIONS AND ACTIONS TAKEN

1. The City has requested that the switch arm on the safety switch boxes be removed. On future projects it is recommended that the State request a safety switch box that has the on-off switch on the interior of the box.

(more)

REPLACES PR 33A 3-68, WHICH WILL NOT BE USED.

2. On future signal installation projects it is recommended that we have a pole listing in the special provisions so that no confusion will occur concerning the required number of poles to be installed.

3. The resident engineer has indicated that he will have the contractor return and refinish some of the concrete work that was not considered satisfactory.

4. In the Manual on Uniform Traffic Control Devices it recommends that the pedestrian signal bases should be mounted with the bottom of the housing not less than 7 feet or more than 10 feet above the sidewalk level. It is recommended that the State assure themselves in the future that the pedestrian signals have a minimum clearance of 7 feet to protect the pedestrian.

RECEIVED
MAR 18 1972
FOR FILING

7685

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

March 9, 1972
Salem, Oregon

SUBJECT:
Portland City-Wide Traffic
Signals - Unit A
Contract 7685
Signal Monitors

To:
H. S. Coulter
Metropolitan Engineer
Portland

Attention: Mr. Jerry Street

The Traffic Section has indicated the need for signal monitors at all pre-timed controllers on the subject project.

The attached information which was furnished by the Traffic Section should be sufficient to allow initiation of a price agreement covering the monitors. Approximately forty monitors will be required at an estimated cost of $100.00 each, for a total of approximately $4,000.00.

This work has been approved by the Federal Highway Administration. Please proceed with negotiations for a price agreement at your earliest convenience.

ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

RWE/sg
Attachments

cc: A. E. Johnson
L. E. George
W. J. Hart
R. J. Wright

NOTED
A. E. JOHNSON

RECEIVED
MAR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FHWA-121 (12-67)
UNITED STATES GOVERNMENT

FOR FIL

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

DATE: March 7, 1972

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : Mr. R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon T-5025(17)
Portland City-Wide Signals (Unit "A")
City of Portland
State Force Order No. 1
Total Estimated Amount of the Order $5,100.00
Federal Participation - $3,060.00

Reference is made to Mr. Young's letter of February 28, concerning the subject order.

We are approving the use of City Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The City can perform this work on a fluctuating schedule to fit the contractors work and cause least disruption to the traveling public.

2. The City has the necessary equipment and trained personnel to perform the work most economically. The work was approved earlier as a P.S.&E. consideration.

Work to be performed should be in conformance with the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be on an actual cost basis. An approved copy of the order is returned herewith.

Enclosure
State Force Order No. 1

3-11-72
REFERRED TO
Young

NOTED
TOM EDWARDS

RECEIVED
[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

2-29-72

Form E-203-5M

STATE COPY G-F

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Dist. Engineer
DATE 4-25-72

Project Name Portland City-Wide Traffic Signals ✓
Date March 6, 1972
Highway Various City Streets (Unit A) ✓
Contract No. 7685 ✓
County Multnomah ✓
Prefix 26-0607 ✓
Contractor Christenson Electric, Inc. ✓
F. A. Project No. EPS-T-5025(17) ✓
Address P. O. Box 11285, Portland, Oregon 97211 ✓
Order No. 2 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Excavating new traffic signal pole footings and backfilling original excavation where conflicts with existing utilities are encountered. This work will be performed only if the utility will not allow encasement of their facilities.

1. Equipment rental rates shall be in accordance with State-AGC agreement.
2. Percentage allowed to contractor in accordance with excuted contract for this project.

This work was started on February 29, 1972.

Location by station numbers:
All intersections throughout project where conflicts are encountered.

4-27-72

NOTED
A. E. JOHNSON

RECEIVED
APR 26 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$300.00
Equipment	200.00
Total	$500.00 ✓

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is necessary where existing utility will not allow encasement in pole footings. This work was judged to be "extra work" as per applicable portions of the Standard Specification (1970) including but not limited to Sections 104, 109, 206 and 6[illegible]1.32.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization $139,217.13 ✓
Present estimate of project cost, including $500.00 ✓ for work under this order $119,969.75
Expected under-run / over-run amount UNDERRUN $19,947.38
Expected under-run / over-run per cent UNDERRUN 14.26%

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: R. W. [illegible] Construction Engineer / Bridge Engineer

Approved: Assistant State Highway Engineer or Deputy [illegible]

ST-2537-134

[illegible]

January [illegible]

[illegible]
[illegible]
[illegible]

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

> [illegible]

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosure

[illegible] Company
[illegible]
[illegible]
[illegible]

[illegible]

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 360
Salem OR 97308

T-5025(17)
7625

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: January 25, 1972

In reply refer to: 10-35-FA
X T-5025(17)

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: **Oregon Project T-5025(9) Portland**
Thirty Citywide Traffic Signals
Force Account Work by City Forces

Reference is made to Mr. Edwards' January 19 letter on the above subject transmitting an estimate breakdown of the work the City of Portland wishes to do with their forces in conjunction with the signalization of several intersections under TOPICS Projects. Mr. Young, in his November 26, 1971, program request letter, explained the reasoning behind the City's request.

This matter has been reviewed and it has been determined to be in the public interest to permit the City to proceed with the work as proposed on a force account basis using their own forces. The first six intersections listed on City's estimate are to be constructed under Project EHS-T-5025(17) with the remainder under T-5025(9).

1-28-72
Young - Cof

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

December 23, 1971

Christenson Electric, Inc.
11 N. E. Sumner
Portland, Oregon 97211

Gentlemen:

The State Highway Commission on December [illegible], 1971, accepted your proposal for the Portland City-Wide Traffic Signals (Unit [illegible]) project in Multnomah County for the sum of $[illegible] and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the Federal Highway Administration and the City of Portland is received and the City deposits $[illegible].

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. [illegible].

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
G. W. [illegible], Assistant Secretary

fkm
cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

Frank Morgan
Ivan [illegible]
R. L. [illegible]
Jerry [illegible]
[illegible] ([illegible])

December 22, 1971

Mr. Wayne Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Re: TOPICS Project T-5025(17)
Citywide Traffic Signals
Unit A

Dear Wayne,

This will acknowledge receipt of the City's check #1854 in the amount of $23,450 which is the amount required as an advance deposit for the subject project.

The contract for this project will be awarded upon receipt of approval from the Federal Highway Administration.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt

bc: F. B. Blake
F. B. Crandall
L. H. Young
R. L. Schroeder
V. E. Strong

Check #1854 for $23,450
Rec'd. 12/22/71 by

[illegible]

cc: [illegible]

December [illegible]

Mr. Wayne [illegible]
State Highway Coordinator
City Hall
Portland, Oregon 97204

Re: TOPICS Project T-5[illegible](13)
Portland City-wide Traffic Signals
Unit A

Dear Wayne,

The Highway Commission opened bids December 16 on the subject TOPICS project. The apparent low bid was submitted by Christensen Electric, Inc. of Portland.

The anticipated cost based on the low bid is as follows:

Contractor's bid	$102,075
Anticipated additional items ([illegible])	[illegible]
TOTAL	[illegible]
Engineering & Contingencies ([illegible])	[illegible]
TOTAL	[illegible]

CITY'S ADVANCE DEPOSIT:

30% of total is $33,445, rounded to $33,450.

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check or warrant (in the amount of $33,450) payable to the Oregon State Highway Commission and forward it to Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem, Oregon 97310.

Very truly yours,

H. S. Cox
County and City Engineer

By [illegible]

Richard [illegible]
Urban Projects Engineer

[illegible]

RECEIVED
DEC 3 - 1971
FOR FILING

December 3, 1971

Oregon State Highway Commission

Gentlemen:

Bids will be taken December 16, 1971 on the following projects. After each project is an explanation of our plans concerning establishment of footpaths and bicycle trails as set forth in House Bill 1700.

1. Stafford Road Interchange, Pacific Highway, Illumination Project

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Neil Creek Section, Pacific Highway, Slide Correction Project

   No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

3. Sandy River-Multnomah Falls Section, Columbia River Highway, Safety and Overlay Project

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

4. Arlington Interchange Section, Columbia River Highway.
Landscape Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

5. Deadmans Pass Safety Rest Area, Old Oregon Trail Highway.
Rest Area Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

6. Meacham-Hilgard Interchange, Old Oregon Trail Highway.
Safety and Overlay Project

No footpaths or bicycle trails planned for this project because of its isolation and the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

7. La Grande Section, Old Oregon Trail Highway.
Structure Project

Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

8. Unit A, Portland City-wide Traffic Signals, [illegible].
Traffic Signal Project

Footpaths and bicycle trails will not be established under this project as per Section 2(2)(c), which states that footpaths and

trails are not required to be established where "...other available ways or other factors indicate an absence of any need for such paths and trails."

9. Powell Boulevard at Hood Avenue (Gresham), Mt. Hood Highway.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

10. SW 72nd Avenue at Greenburg Road (Tigard) Section, Pacific Highway West.
Traffic Signal Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

11. Cascade Highway at Pearl Street & Warner Milne Road (Oregon City), Cascade Highway.

Sidewalks are being provided on this project.

12. Pilot Butte Canal (Deschutes Station) Bridge Section, FAS 325.
Structure Project.

No footpaths or bicycle trails planned for this project because of its isolation, and since it does not connect with any existing community, the cost would be excessively disproportionate to the need or probable use, as provided for under Section 2(2)(b).

13. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway.

This is a project to construct a bicycle route.

If you have any question or wish to make any change in the concept as outlined, please let us know.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Tom Edwards
F. B. Klaboe
L. H. Young
V. B. Skoog
Victor Wolfe

DES:mc kw

12-1-71

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

RECEIVED
1971

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: R. E. SIMPSON, DIVISION ENGINEER SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. EPS-T-5025(17)
	ITEM NO. T-368	PORTLAND CITY-WIDE TRAFFIC SIGNALS - UNIT A
		COUNTY NAME MULTNOMAH
		PROGRAM STAGE ☐ 1 ☒ 4

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

Unit A

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-6-71
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
DECEMBER 1, 1971	DECEMBER 1, 1971	VARIOUS
		STATE ROUTE NUMBER CITY STREETS

LIMITS OF AUTHORITY

AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $1,200.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (Specify) CONTRACTOR'S FLAGGING $1,200.00

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

IT HAS BEEN DETERMINED, BASED ON THE INFORMATION FURNISHED IN MR. YOUNG'S NOVEMBER 26, 1971 LETTER, TO BE IN THE PUBLIC INTEREST TO PERMIT THE CITY OF PORTLAND TO PERFORM THE CHANNELIZATION AND PAVEMENT STRIPING WORK ESTIMATED AT $20,000.00 ON A FORCE ACCOUNT BASIS WITH THEIR OWN FORCES. IT IS UNDERSTOOD THAT THIS WORK SHALL BE IN ACCORDANCE WITH THE LATEST MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

IT HAS ALSO BEEN DETERMINED TO BE IN THE PUBLIC INTEREST TO APPROVE A TWO WEEK ADVERTISEMENT PERIOD FOR THIS PROJECT TO ALLOW RECEIPT OF BIDS ON DECEMBER 16, 1971.

MR. YOUNG'S NOVEMBER 29, 1971 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. [illegible] DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 -"FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-1-71		FOR DIVISION ENGINEER

PREVIOUS EDITION MAY BE USED UNTIL SUPPLY IS EXHAUSTED.

TRANSACTION NUMBER 12-10

Form PR-46

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(FPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON
DATE: 11-30-71
BY (Signature): MR. YOUNG'S NOVEMBER 26, 1971 LETTER
TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. 36-8 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
36-8	EPS-T-5025(17)	0.0	187,000	118,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
CITY OF PORTLAND	INSTALLATION OF TRAFFIC SIGNALS AT THIRTEEN (13) INTERSECTIONS.

Young

RECEIVED
DEC
STATE

REMARKS (Division)

RECEIVED
DEC 9 - 1971
FOR FILING

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 11-30-71
SIGNATURE AND TITLE: FOR: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

[illegible] 12-10

[illegible] TO B.O. NOV 18 1971

11-26-71

FEDERAL-A

CARD 2	[illegible] NUMBER 1	PROJECT LOCATION (45 typewriter spaces) City of Portland	**ADT**	PRESENT *	FUTURE *

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Traffic Signals	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. EPS	

CARD 4	CLASS OF FEDERAL FUNDS TOPICS	COUNTY NAME
	NAME OF URBAN AREA Portland	ROUTE NO. T

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL F
5					**PE**		City of Portland			
5					**ROW**					
5	3			3	**CONST** (CODE) Safety Y031	3	(Portland City - wide Traffic Signals)	0.0	187,000	118

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	187,000	118

PROGRAM APPROVAL DATES

NOV 30 1971

FHWA OREGON DIVISION

*See attached exhibit "A".

Budget Bureau No. 41-R0967; Approval Expires February 28, 1965

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

26-71

ADT

PRESENT: *

FUTURE: *

YEAR: 91

REGION: 08

STATE NAME: Oregon

STATE CODE: 35

APPN CODE: 077

ITEM NO.: 36-B

SUPV AGCY:

DA CLASSIF.:

DA AREA:

EMERG. YR.: EPS

PL. AUTH YR:

PROJECT NUMBER

PREFIX LETTER(S): EPS-T-

NUMBER: 5025

SEQ. NO.: (17)

I. Projects Only POST MI DESIG.:

COUNTY NAME: Multnomah

CODE: 051

PROGRAM STAGE: ☐ 1 OR ☒ 2

ROUTE NO.: P T

FEDERAL-AID: Various

STATE:

U.S.:

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Installation of traffic signals at 13 intersections.
0.9	187,000	118,800	34,100	34,100 (City)	
0.9	187,000	118,800	34,100	34,100 (City)	

11-30-71

REMARKS P. E. for this project programmed under Item 36-A, Project T-5025(9).

*See attached exhibit "A".

-OVER-

USCOMM-DC 48905-P61

PORTLAND CITY-WIDE TRAFFIC SIGNALS
PROJECT NO. EPS-T-5025(17)

Existing Facilities: See attached exhibit "B".

Project Data:

- Install traffic signals at 13 intersections throughout the City of Portland. For signal type see attached exhibit "C".

  Minor channelization,adjustment of curb returns, striping, etc. to be accomplished by City of Portland Forces.

  NOTE: The above proposed work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that the various intersections have a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that the various intersections have experienced a high number of accidents (see exhibit "A"). The proposed signals by controlling the flow of traffic and the minor channelization will reduce substantially the number of accidents occurring at these intersections.

  The proposed work qualifies as an "EPS" project under IM 30-5-71, based on the fact it falls under both categories, i.e. "Emergency Highway Safety Program", Section (a) and "Projects to Stimulate Jobs in Areas of High Unemployment", Section (a).

Additional Right-of-Way: None required.

System Action: FAP Type II System approved by FHWA, October 7, 1970.

Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Location/Design Approval: Requested from FHWA, November 23, 1971.

Environmental Statement: Requirements waived by FHWA per their memorandum of August 2, 1971.

Clearinghouse Approval:

(a) State: Exempt per working agreement dated April 28, 1970.

(b) District 2 (CRAG): Exempt per working agreement dated October 16, 1970.

Public Hearings: None required under provisions of par. 6c of PPM 20-8.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37:

8% of project is on FA Primary System.
92% of project is on Primary Type II System.

On exhibits A, B, and C the intersections red lined are retained under Project T-5025(9).

MONTHLY TRANSACTION NO. 12-9

DATE SUBMITTED TO W.O. NOV 30 1971

FORM PR-9
(REV. 4-61)

11-26-71

REQUEST FOR APPROVA
OF INDIVIDUAL PROJECT PROGRA
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER 3 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City of Portland 21 65	ADT		FUTURE (66) (70)	YEAR 91 (71) (72)	REGION 08 (74)

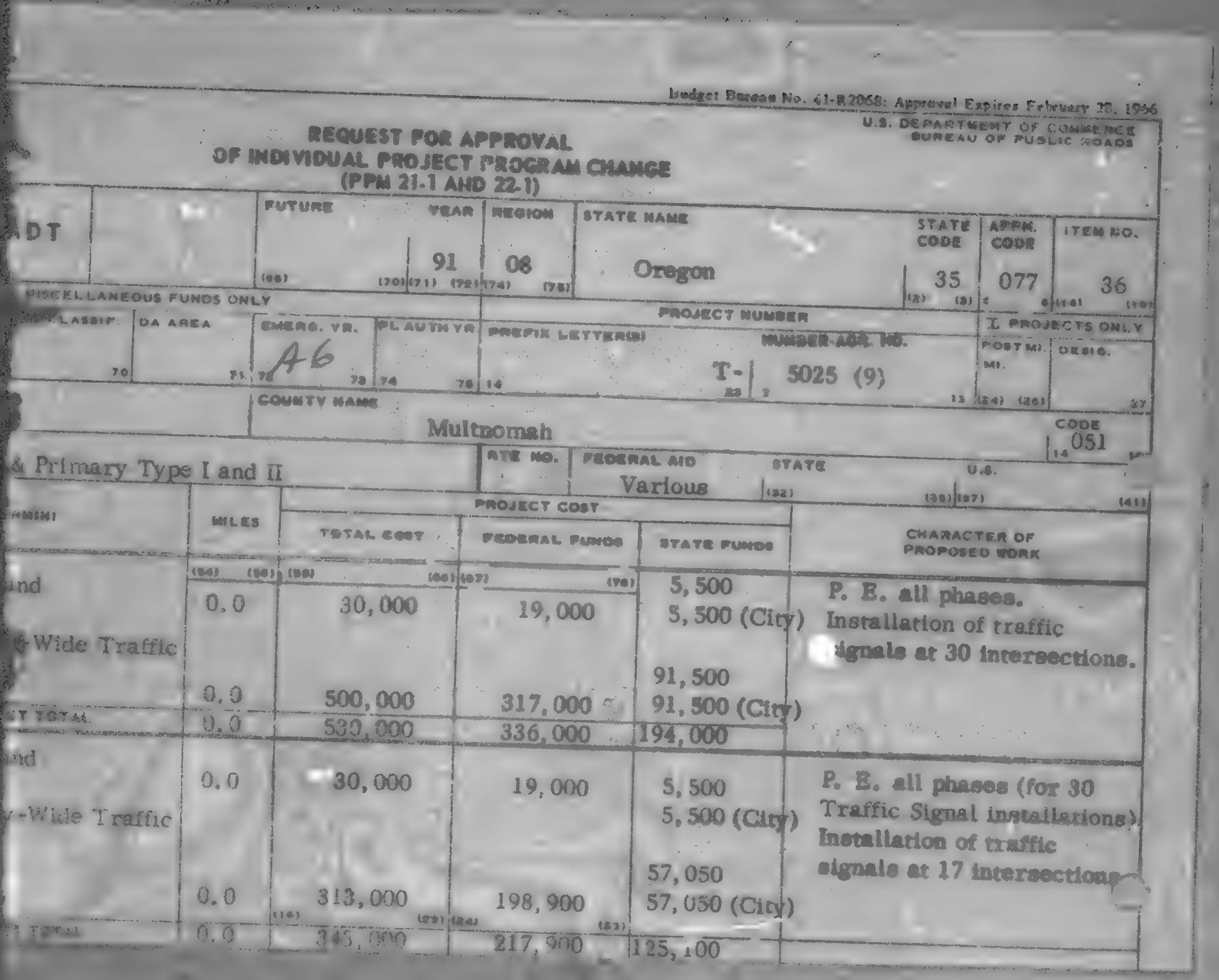
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) P. E. and Traffic Signals 28 62	NATL. FOREST (63) (65)	FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. A-6 72 73	PL AUTH YR 74 75	PREFIX 16

CARD 4	CLASS OF FEDERAL FUNDS [1] TOPICS		COUNTY NAME Multnomah
	NAME OF URBAN AREA 17-21 Portland 027	F.A. SYSTEM Secondary & Primary Type I and II	RTE NO

CARD 5	LINE NO.	CHNG CODE	PRO-JECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT TOTAL COST	FEDERA
1	(14)(15)	16	41	42	43 - 46	50					(54) (56)	(59) (66)	(67)
5					PE ROW CONST Safety		ITEM AS NOW PRO-GRAMED	36	T-5025(9)	City of Portland (Portland City-Wide Traffic Signals)	0.0 0.0	30,000 500,000	19 31
										PROJECT TOTAL	0.0	530,000	33
5					PE ROW CONST Safety		RE-QUESTED REVISION	36-A	T-5025(9)	City of Portland (Portland City-Wide Traffic Signals)	0.0 0.0	30,000 313,000 (16) (23)	19 198 (24)
										PROJECT TOTAL	0.0	343,000	21

CARD A form PR-1 or PR-9 has been submitted Yes

PROJECT WITHDRAWN



Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ADT

FUTURE YEAR: 91

REGION: 08

STATE NAME: Oregon

STATE CODE: 35

APPN. CODE: 077

ITEM NO.: 36

MISCELLANEOUS FUNDS ONLY

LASSIF.

DA AREA

EMERG. YR.: A6

PL AUTH YR.

PROJECT NUMBER

PREFIX LETTER(S): T-

NUMBER-AGR. NO.: 5025 (9)

I PROJECTS ONLY

POST MI.

DESIG.

COUNTY NAME: Multnomah

CODE: 051

& Primary Type I and II

RTE NO.

FEDERAL AID: Various

STATE

U.S.

RMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST STATE FUNDS	CHARACTER OF PROPOSED WORK
nd	0.0	30,000	19,000	5,500 5,500 (City)	P. E. all phases. Installation of traffic signals at 30 intersections.
-Wide Traffic					
	0.0	500,000	317,000	91,500 91,500 (City)	
T TOTAL	0.0	530,000	336,000	194,000	
nd	0.0	30,000	19,000	5,500 5,500 (City)	P. E. all phases (for 30 Traffic Signal installations) Installation of traffic signals at 17 intersections
-Wide Traffic					
	0.0	313,000	198,900	57,050 57,050 (City)	
TOTAL	0.0	343,000	217,900	125,100	

MONTHLY TRANSACTION NO

DATE SUBMITTED TO R.O.

FORM PR-9
(REV. 6-61)

OF INDIVIDUAL

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	FUTURE (66)
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68) · SUPV AGCY 69 · DA CLASSIF. 70 · DA AREA 71	EMERG. YR. 72 73
CARD 4	CLASS OF FEDERAL FUNDS [1] NAME OF URBAN AREA 17-21	F.A. SYSTEM		COUNTY NAME

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL
1	(14)(15)	16	41	42	45 - 48	50					(54) (55)	(56)
5					PE ROW CONST Safety		Re-quested Revision	36-B	EPS-T-5025(17)	City of Portland (Portland City-wide Traffic Signals)	0.0	187.
										PROJECT TOTAL	0.0	187.
5					PE ROW CONST		RE-QUESTED REVISION					(13)
										PROJECT TOTAL		

CARD 1 1 — A form PB-1 or PR-9 has been submitted within the last 7 days. Yes ☐ — COLUMN 14 ⟶ CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE: To split present project i Preliminary Engineering (for 30 traffic si intersections; Item No. 36-B, Project EPS

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: July 14, 1971

OTHER:

PROGRAM REVISION REQUESTED

DATE November 26, 1971

SIGNATURE

Program and Planning Engineer

RECO

DATE

SIGNATURE

TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

ADT		FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME	STATE CODE (2) (3)	APPN. CODE 4 6	ITEM NO. (14) (18)

FOR MISCELLANEOUS FUNDS ONLY

					PROJECT NUMBER		I. PROJECTS ONLY	
CY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER-AGR. NO. 7 12	POST MI. MI. (24) (26)	DESIG. 27

	COUNTY NAME	CODE 14

	RTE NO.	FEDERAL AID	STATE (32) (36)	U.S. (37) (41)

TERMINI	MILES (64) (66)	TOTAL COST (56) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
of Portland land City-wide ic Signals)	0.0	187,000	118,800	34,100 34,100 (City)	Installation of traffic signals and minor channelization at 13 intersections.
PROJECT TOTAL	0.0	187,000	118,800	68,200	
		(16) (23)	(24) (35)		
PROJECT TOTAL					

FOR CHANGE: To split present project into two separate projects, as Item 36-A, Project T-5025(9), minary Engineering (for 30 traffic signal installations) and Installation of traffic signals at 17 sections; Item No. 36-B, Project EPS-T-5025(17), Installation —OVER)

ESTED	RECOMMENDED	APPROVED
71	DATE [illegible]	DATE NOV 30 1971
	SIGNATURE	SIGNATURE Original signed by Glen L. Green
10-31	TITLE	TITLE Engineering Coordinator

USCOMM-DC

Reason for Change: continued

of traffic signals and minor channelization at 13 intersections. This action is being taken to facilitate the contracting of the physical construction of traffic signals at 13 intersections and to allow programming and obligation as an "EPS" Project under IM 30-5-71.

RECEIVED
COUNTY & CITY SECTION
MAY 21 1971
☐ [illegible] ☐ COOR. ☐ UC ☐ AE ☐ UE
☐ HPE ☐ CE ☑ RE ☐ RPE ☐

March 5, 1971

BUREAU OF TRAFFIC ENGINEERING
City of Portland, Oregon
TOPICS

PROJECT NO. T-5025(9)
Exhibit "A"
Sheet 1 of 2 sheets

Main Street		Cross Street	OREGON STATE HIGHWAY ADT Main Street 1971 ADT	1991 ADT	Cross Street 1971 ADT	1991 ADT	Ave. 12 mo. Acc.	School Xing
~~1. SE 39th Ave.~~	~~—~~	~~SE Clinton~~	~~22,900~~	~~1/ 24,700~~	~~3,100~~	~~1/ 13,200~~	~~22~~	~~No~~
~~2. SW Capitol Hwy.~~	~~—~~	~~SW Beaverton Hwy.~~	~~17,500~~	~~18,000~~	~~15,200~~	~~19,000~~	~~13~~	~~No~~
3. ✓ NE Weidler	—	NE 9th Ave.	16,500	18,700	4300	6100	14	No
~~4. NW Everett~~	~~—~~	~~NW 21st Ave.~~	~~3,700~~	~~5200~~	~~7300~~	~~3/ 5000~~	~~14~~	~~No~~
~~5. SW 12th Ave.~~	~~—~~	~~✓ SW Yamhill~~	~~5800~~	~~6200~~	~~4,500~~	~~6600~~	~~18~~	~~No~~
6. ✓ NE 39th Ave.	—	✓ NE Hassalo St.	18,100	21,000	7,800	9,000	11	No
7. ✓ SE 7th Ave.	—	SE Clay St.	6,000	8400	6,500	6700	16	No
~~8. SE Johnson Creek Bl.~~		~~SE 45th Pl.~~	~~11,700~~	~~2/ 24,300~~	~~8,000~~	~~2/ 22,000~~	~~2~~	~~No~~
9. ✓ NE 9th Ave.	—	✓ NE Halsey St.	9500	10,800	6,700	9[illegible]00	11	Yes
~~10. NW 23rd Ave.~~	~~—~~	~~NW Glisan~~	~~8800~~	~~3/ 5600~~	~~2,600~~	~~3/ 3000~~	~~10~~	~~No~~
~~11. SE Lincoln~~		~~SE 50th Ave.~~	~~7200~~	~~4/ 4300~~	~~7,100~~	~~4/ 4000~~	~~5~~	~~No~~
12. ✓ NE Halsey St.	—	✓ NE 57th Ave.	9,500	9900	6500	6900	9	No
~~13. SW 12th Ave.~~	~~—~~	~~SW Alder St.~~	~~4,200~~	~~5700~~	~~4,300~~	~~6500~~	~~16~~	~~No~~
~~14. SW Terwilliger Blvd.~~		~~SW Boones Ferry Rd.~~	~~8,500~~	~~24,400~~	~~1700~~	~~10,000~~	~~7~~	~~Yes~~
15. N. Willamette	—	✓ N. Portsmouth	11,600	12,500	2400	4,700	7	No
~~16. SE Division~~	~~—~~	~~✓ SE 76th Ave.~~	~~19,300~~	~~4/ 12,500~~	~~3500~~	~~5000~~	~~7~~	~~No~~
~~17. NW St. Helens Rd.~~	~~—~~	~~NW Kittridge~~	~~18,200~~	~~25,100~~	~~6100~~	~~7/ 4400~~	~~7~~	~~No~~
~~18. NW Bridge Ave.~~	~~—~~	~~NW St. Johns Bridge~~	~~13,500~~	~~16,900~~	~~20,700~~	~~2[illegible],100~~	~~8~~	~~No~~
19. ✓ N Lombard	—	✓ N Peninsular	18,500	5/ 15,100	2,700	7600	8	No
~~20. SE Woodstock~~	~~—~~	~~SE 92nd Ave.~~	~~5,000~~	~~12,200~~	~~11,600~~	~~13,400~~	~~11~~	~~No~~
~~21. SE Holgate~~	~~—~~	~~SE 72nd Ave.~~	~~11,100~~	~~6/ 9,600~~	~~2,800~~	~~4,200~~	~~7~~	~~No~~
22. ✓ NE Halsey	—	✓ NE 15th Ave.	6,700	9000	6100	9700	8	No
23. ✓ NE 20th Ave.	—	✓ NE Irving	9,200	8/ 23,800	2,500	2900	8	No

1/ Mt. Hood Fwy Ramp Terminal

2/ Approach to Johnson Cr. Fwy.

3/ Reduction due to opening Stadium-Industr. Fwy

4/ " " " " Mt. Hood Fwy

5/ Diversion to Whitaker Fwy

6/ " " Mt. Hood "

7/ " " Interstate Ave & St. Helens

8/ Increase due to proposed improvement of [illegible]

March 5, 1971

PROJECT NO. T-[illegible](3)
Exhibit "A"
Sheet 2 of 2 sheets

Bureau of Traffic Engineering
City of Portland, Oregon
TOPICS
Page 2.

		OREGON STATE HIGHWAY ADT				Ave. 12 mo. Acc.	School Xing
		Main Street		Cross Street			
Main Street	Cross Street	1971	1971	1971	1971		
24. NE 42nd Ave.	NE Hancock	6600	7600	—	—	10	No
25. ~~SE 82nd Ave.~~	~~SE Harold-Ellis~~	9000	9060	5100	6500	7	No
26. NE Glisan	NE 57th Ave.	18,000	20,000	5200	[illegible]	3	No
27. N St. Louis	N Lombard	6,400	7300	6200	[illegible]	6	No
28. ~~SW 13th Ave.~~	~~SW Alder~~	4300	5900	4300	[illegible]	10	[illegible]
29. ~~SW Multnomah~~	~~SW 45th Ave.~~	4400	12,300	[illegible]	4600	[illegible]	No
30. N Willis	N Chautauqua	4300	5300	2100	3300	7	

PROJECT NO. T-5025(9)
Exhibit "B"
Sheet 1 of 2 sheets

Portland City-Wide Traffic Signals

Project	Number of Lanes	Pavement Width (feet)	Median Width (feet)
~~1. S.E. 39th Avenue~~	~~4~~	~~43~~	~~1~~
~~S.E. Clinton St.~~	~~2~~	~~36~~	
~~2. S.W. Capitol Hwy. (FAS 625)~~	~~4~~	~~?~~	~~?~~
~~Beaverton Hillsdale Hwy. (FAS 625)~~	~~?~~	~~?~~	~~?~~
3. N.E. Weidler St.	4	44W-48E	-
N.E. 9th Avenue	4	48	1
~~4. N.W. Everett St.~~	~~2~~	~~54~~	
~~N.W. 21st Avenue~~	~~2~~	~~?~~	
~~5. S.W. 12th Avenue~~	~~3~~	~~50~~	
~~S.W. Yamhill St.~~	~~3~~	~~36~~	
6. N.E. 39th Avenue	4	48	1
N.E. Hassalo St.	2	48	-
7. S.E. 7th Avenue	4	56	2
S.E. Clay St.	2	36	-
~~8. S.E. Johnson Creek Blvd.~~	~~4~~	~~44~~	~~2~~
~~S.E. 45th Place~~	~~2~~	~~34~~	~~2~~
9. N.E. 9th Avenue	4	48N-60S	1
N.E. Halsey St.	4	60W-53E	1
~~10. N.W. 23rd Avenue~~	~~2~~	~~54~~	
~~N.W. Glisan St.~~	~~2~~	~~54~~	
~~11. S.E. Lincoln St.~~	~~2~~	~~37.6N-36S~~	
~~S.E. 50th Avenue~~	~~2~~	~~34W-37E~~	
12. N.E. Halsey St.	4	36	-
N.F. 57th Avenue	2	36	-
~~13. S.W. 12th Avenue~~	~~3~~	~~50~~	
~~S.W. Alder St.~~	~~4~~	~~36~~	
~~14. S.W. Terwilliger Blvd. (FAS [illegible])~~	~~2~~	~~30~~	
~~S.W. Boones Ferry Road~~	~~2~~	~~30~~	
15. N. Willamette Blvd.	2	40	-
N. Portsmouth Avenue	2	50	-

PROJECT NO. T-5025(9)
Exhibit "B"
Sheet 2 of 2 sheets

	Project	Number of Lanes	Pavement Width (feet)	Median Width (feet)
~~16.~~	~~S.E. Division St.~~ ~~S.E. 76th Avenue~~	~~4~~ ~~2~~	~~44~~ ~~28~~	~~1~~
~~17.~~	~~N.W. St. Helens Road (FAP 1)~~ ~~N.W. Kittridge Avenue~~	~~5~~ ~~4~~	~~59~~ ~~50~~	~~4~~ ~~2~~
~~18.~~	~~N.W. Bridge Avenue (FAP 1)~~ ~~N.W. St. Johns Bridge~~	~~3~~ ~~4~~	~~31~~ ~~41~~	~~1~~ ~~1~~
19.	N. Lombard St. (FAP 1) N. Peninsular Avenue	2 2	50 46	- -
~~20.~~	~~S.E. Woodstock Blvd.~~ ~~S.E. 92nd Avenue~~	~~2~~ ~~2~~	~~44~~ ~~32~~	
~~21.~~	~~S.E. Holgate Blvd.~~ ~~S.E. 72nd Avenue~~	~~2~~ ~~2~~	~~36~~ ~~28~~	
22.	N.E. Halsey St. N.E. 15th Avenue	4 4	60 60	1 -
23.	N.E. 20th Avenue N.E. Irving St.	2 2	30 36	- -
24.	N.E. 42nd Avenue N.E. Hancock St.	2 2	43 43	- -
~~25.~~	~~S.E. 92nd Avenue~~ ~~S.E. Harold St. & S.E. Ellis St.~~	~~2~~ ~~2~~	~~36~~ ~~24&20~~	
26.	N.E. Glisan St. N.E. 57th Avenue	4 2	50 28	variable 1
27.	N. St. Louis Avenue N. Lombard St.	2 2	46 36	- -
~~28.~~	~~S.W. 13th Avenue~~ ~~S.W. [illegible] St.~~	~~3W-2E~~ ~~3~~	~~44W-36E~~ ~~50~~	
~~29.~~	~~S.W. [illegible] Blvd.~~ ~~S.W. [illegible] Avenue~~	~~2~~ ~~2~~	~~22~~ ~~20~~	
30.	N. Willis Blvd. N. Chautauqua Blvd.	2 2	40 40	- -

March 5, 1971

PROJECT NO. T-5023(9)
Exhibit "[illegible]"
Sheet 1 of 2 sheets

BUREAU OF TRAFFIC ENGINEERING
City of Portland, Oregon
TOPICS

Main Street	Cross Street	Proposed Type Signal
~~1. SE [illegible] Ave.~~	~~SE Clinton~~	~~F.T.~~
~~2. SW Capitol Hwy.~~	~~SW Beaverton Hwy.~~	~~F.A~~
3. NE Weidler	NE 9th Ave.	F.T.
~~4. NW Everett~~	~~NW 21st Ave.~~	~~F.T.~~
~~5. SW [illegible] Ave.~~	~~SW Yamhill~~	~~F.T.~~
6. NE 39th Ave.	NE Hassalo St.	F.T.
7. SE 7th Ave.	SE Clay St.	F.T.
~~8. SE Johnson Creek Bl.~~	~~SE 45th Pl.~~	~~F.A.~~
9. NE 9th Ave.	NE Halsey St.	F.T
~~10. NW 23rd Ave.~~	~~NW Glisan~~	~~F.T~~
~~11. SE Lincoln~~	~~SE 50th Ave.~~	~~F.T~~
12. NE Halsey St.	NE 57th Ave.	F.T.
~~13. SW [illegible] Ave.~~	~~SW Alder St.~~	~~F.T. Computer~~
~~14. SW Terwilliger Blvd.~~	~~SW Boones Ferry Rd.~~	~~F.A.~~
15. N. Willamette	N. Portsmouth	F.T.
~~16. SE Division~~	~~SE 76th Ave.~~	~~S.A.~~
~~17. NW St. Helens Rd.~~	~~NW Kittridge~~	~~F.A.~~
~~18. NW Bridge Ave.~~	~~NW St. Johns Bridge~~	~~F.A.~~
19. N Lombard	N Peninsular	F.T
~~20. SE Woodstock~~	~~SE 92nd Ave.~~	~~F.T.~~
~~21. SE Holgate~~	~~SE 72nd Ave.~~	~~F.T~~
22. NE Halsey	NE 15th Ave.	F.T.
23. NE 20th Ave.	NE Irving	F.T.

LEGEND

F.T. - Fixed Time
F.A. - Fully Actuated
S.A. - Semi Actuated

March 5, 19[illegible]

PROJECT NO. T-50[illegible]
Exhibit "C"
Sheet 2 of 2 sheets

Bureau of Traffic Engineering
City of Portland, Oregon
[illegible]
Page 2.

	Main Street	Cross Street	Proposed Type Signal
14.	NE 42nd Ave.	NE Hancock	F.T.
~~15.~~	~~SE 82nd Ave.~~	~~SE Harold-Ellis~~	~~F.T.~~
16.	NE Glisan	NE 57th Ave.	F.T.
17.	N St. Louis	N Lombard	F.T.
~~18.~~	~~SW 18th Ave.~~	~~SW Alder~~	~~F.T. computer~~
~~19.~~	~~SW Multnomah~~	~~SW 45th Ave.~~	~~F.A.~~
20.	N Willis	N Chautauqua	F.T.

RECEIVED
COUNTY & CITY SECTION
DEC 2 1971
☑ ENGR. ☑ COOR. ☑ SE ☑ AE ☐ UE
☑ NPE ☑ CE ☑ RE ☑ HPE ☐

NOTE: Prompt return of this form is requested in order to meet FHWA requirements in time for the December bid letting.

November 29, 1971
(date)

Mr. Wayne Oberding
State Highway Coordinator
City of Portland
City Hall
Portland, Oregon 97204

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Various City Streets (TOPICS)

Section Portland City-wide Traffic Signals (13 intersections per attached map)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

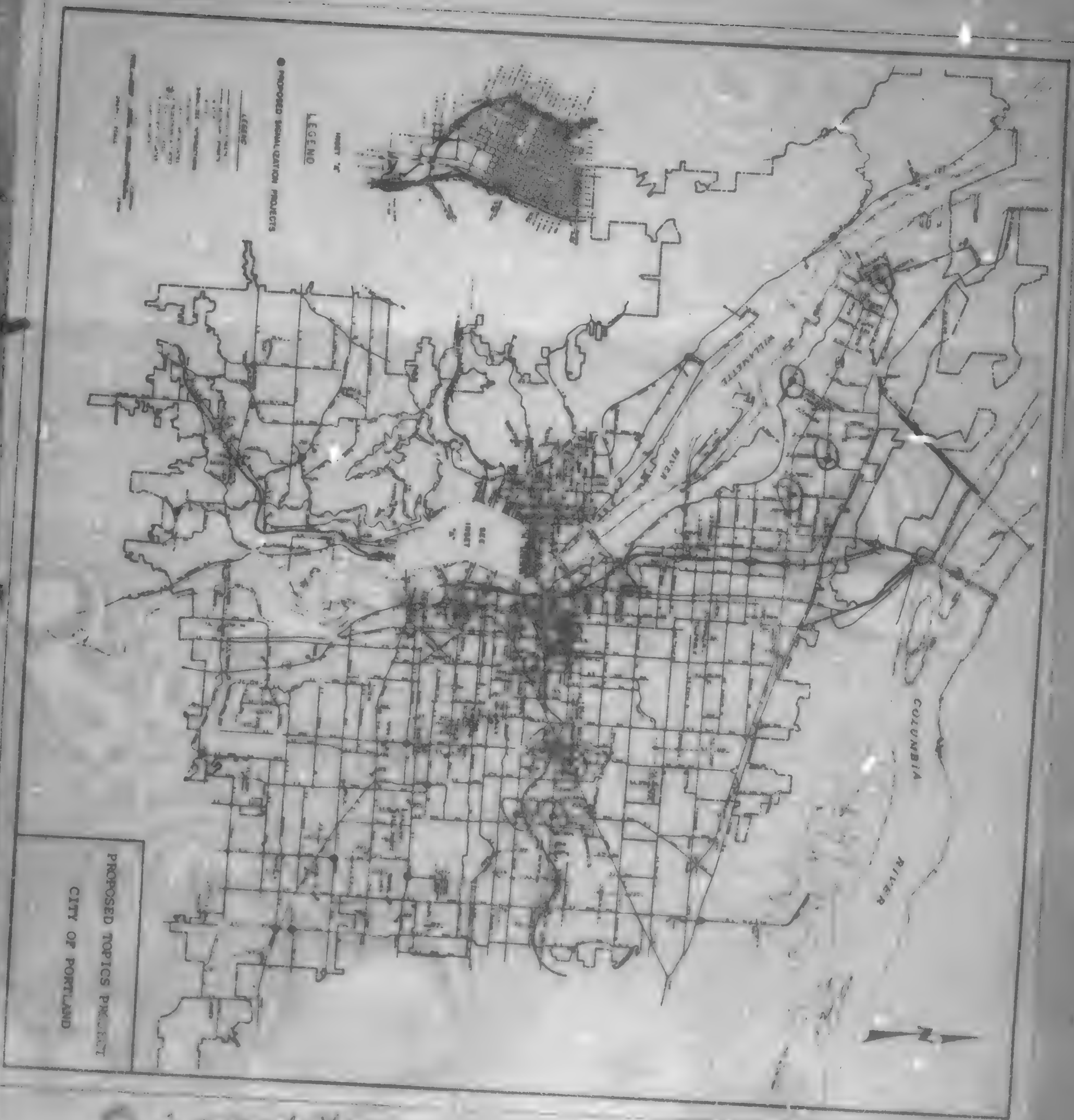
November 30, 1971
(date)

By D. E. Bergst
D. E. BERGSTROM-Traffic Engineer

By ____________________
Commissioner

By ____________________
Commissioner

cc: L. R. Young
Attn: Duane Ridings


PROPOSED TOPICS PROJECT

CITY OF PORTLAND

LEGEND
● PROPOSED SIGNALIZATION PROJECTS
WILLAMETTE RIVER
COLUMBIA RIVER
N

2 originals here

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
COUNTY & CITY SECTION
NOV 29 1971
☐ ENGR. ☑ COOR. ☑ LE ☑ AE ☐ DE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

November 26, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 200
Salem, Oregon 97308

Dear Sir:

We are submitting program data to split Project T-5025(9) into two projects retaining preliminary engineering for 30 signals and installation of 17 signals as Project T-5025(9) and installation of 13 signals including minor channelization at several intersections under Project EPS-T-5025(17). This is being done to facilitate the contracting of the physical construction of traffic signals at 13 of the 30 intersections now programmed under said Project T-5025(9) and to allow programming and obligation as an "EPS" Project under IM 30-5-71.

Project EPS-T-5025(17) qualifies as an "EPS" Project under IM 30-5-71, based on the fact it falls under both categories, i.e., "Emergency Highway Safety Program", Section (a) and "Projects to Stimulate Jobs in Area of High Unemployment", Section (a). Enclosed is a copy of page 5 and page 17 from October, 1971, "Area Trends in Employment and Unemployment", by the U.S. Department of Labor, Manpower Administration, Washington, D.C., which shows the Portland (Clackamas, Multnomah, and Washington Counties, Oregon; Clark County, Washington) labor area defined as one of substantial unemployment.

? when

In response to the city of Portland's request it is proposed to accomplish under Project EPS-T-5025(17) the required minor channelization, including easing curb return radii, striping, etc., by City forces as we, along with the City, feel it is in the public interest based on the following data:

a. The work involved is minor in nature, scattered and should be done with minimum time delay.

b. The city of Portland is adequately staffed and suitably equipped to complete the work expeditiously.

c. The work involved does not lend itself to competitive bidding and it is our opinion that City forces can satisfactorily complete the work economically.

We will submit a "Force Account Order" for the work to be performed by City forces at the time the contract is awarded or immediately thereafter to ensure that the work can be accomplished in an orderly manner.

It is our intention to receive bids for Project EPS-T-5025(17) on December 16, 1971. Therefore, we request your concurrence in a minimum two-week advertisement period. The Highway Division and the city of Portland are of the opinion the shortened advertising period is in the public interest because this will expedite the completion of the project, for it will take sometime to procure the necessary material. Furthermore, we do not feel the size or complexity of the project will cause an undue hardship on prospective contractors in the preparation of their bids.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. B. Young
Program and Planning Engineer

Enclosures

PORTLAND CITY-WIDE TRAFFIC SIGNALS
VARIOUS CITY STREETS (UNIT A)
MULTNOMAH COUNTY

INTERSECTION	TYPE OF INSTALLATION	EST. CONTRACT COST	REMARKS
. ST. LOUIS AVE at N. LOMBARD ST	2φ P.T	$ 9,000	CURB CONST. BY OTHERS
. PERTSMOUTH AVE at N. WILLAMETTE BLVD	2φ P.T	11,400	
CHAUTAUQUA BLVD at N. WILLIS ST	2φ P.T.	11,700	
PENINSULAR AVE t N. LOMBARD ST	2φ P.T.	6,500	CURB CONST. BY OTHERS
E. 7th AVE at S.E. CLAY ST.	2φ P.T.	7,300	CURB CONST. BY OTHERS
.E. 9th AVE. at N.E. WEIDLER ST	2φ. P.T.	10,900	
N.E. 9th AVE. at N.E. HALSEY ST.	2φ P.T.	17,800	
E. 15th AVE. t N.E. HALSEY ST.	2φ P.T.	24,400	
E. 20th AVE at N.E. IRVING ST.	2φ P.T.	8,900	CURB CONST. BY OTHERS
N.E. 39th AVE. at N.E. HASSALO ST.	3φ P.T.	9,600	
.E. 42nd AVE at N.E. HANCOCK ST.	2φ P.T.	7,700	
N.E. 57th AVE at N.E. HALSEY ST	2φ P.T.	10,800	CURB CONST. BY OTHERS
N.E. 57th AVE at N.E. GLISAN ST	2φ P.T.	7,400	CURB CONST. BY OTHERS

EST. CONTRACT AMOUNT	$145,300 ~~139,400~~
Engr. & Cont.	20,000
Flagging	1200 ~~2600~~
EST. PROJECT AMOUNT	$ ~~162,000~~ (curbs not included, city is preparing est. for curbs) 166,500 20,000 - Curbs est $186,500

[illegible]
COUNTY & CITY [illegible]

PORTLAND CITY-WIDE TRAFFIC SIGNALS
VARIOUS CITY STREETS (UNIT A)
MULTNOMAH COUNTY

INTERSECTION	TYPE OF INSTALLATION	EST. CONTRACT COST	REMARKS
N. ST. LOUIS AVE at N. LOMBARD ST	2ϕ P.T.	$ 9,000	CURB CONST. BY OTHERS
N. PORTSMOUTH AVE at N. WILLAMETTE BLVD	2ϕ P.T.	11,400	
N. CHAUTAUQUA BLVD at N. WILLIS ST	2ϕ P.T.	11,700	CURB CONST. BY OTHERS
N. PENINSULAR AVE at N. LOMBARD ST	2ϕ P.T.	6,500	CURB CONST. BY OTHERS
S.E. 7th AVE at S.E. CLAY ST.	2ϕ P.T.	7,300	
N.E. 9th AVE. at N.E. WEIDLER ST	2ϕ. P.T.	10,900	
N.E. 9th AVE. at N.E. HALSEY ST.	2ϕ P.T.	17,800	
N.E. 18th AVE. at N.E. HALSEY ST.	2ϕ P.T.	20,400	CURB CONST. BY OTHERS
N.E. 20th AVE at N.E. IRVING ST.	2ϕ P.T.	8,900	
N.E. 39th AVE. at N.E. HASSALO ST.	3ϕ P.T.	9,600	
N.E. 42nd AVE at N.E. HANCOCK ST.	2ϕ P.T.	7,700	CURB CONST. BY OTHERS
N.E. 57th AVE at N.E. HALSEY ST	2ϕ P.T.	10,800	CURB CONST. BY OTHERS
N.E. 57th AVE at N.E. GLISAN ST	2ϕ P.T.	7,400	

EST. CONTRACT AMOUNT	$145,300 ~~139,400~~
Engr. & Cont.	20,000
Flagging	1200 ~~3600~~
EST. PROJECT AMOUNT	$ ~~162,000~~ [illegible]

(curbs not included, City is preparing est. for curbs)

BEN GIFFORD

Section Portland city wide Traffic Signals (Unit A)

Highway Various City Streets

County Multnomah

Kind of Work Traffic Signal Installation

Project Allotment $ 166,300

Project Length

Completion Time 200 Calendar Days

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 145,300.00

Anticipated Additional Items:

Flagging (State Share)	$ 1200 -
Slide Correction	
Railroad Protective Costs (107.24)	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	
Stage Construction Striping	
Temporary Erosion Control (107.08)	
Install Truck Scale Mechanism	
Truck Scale House	
Install Temporary Traffic Signals	
Install Water Meter	
Furnish Water	
Laboratory Fees	
Furnish Mail Box Posts	
Adjust Utilities (105.06)	
Pipe Building Materials	
On the Job Trainees	
State Responsibility for Damages (107.25)	

$ 1200.00

$ 146,500.00

Engr. & Cont. (13½%) 19,777.50

TOTAL $

Credit for

Estimated Net Authorization, Construction $ 166,277.50

RECEIVED
COUNTY & CITY SECTION
NOV 23 1971
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Portland [illegible]

1.	Temporary Protection and Direction of Traffic	All Specified	1500.00
2.	Traffic Signal Installation, Complete	All Specified	143,800.00
			145,300.00
	Flagging		1200.00
			146,500.00
		+ 13½%	19,777.50
			# 166,277.50

RECEIVED
COUNTY & CITY [illegible]

PORTLAND CITY-WIDE TRAFFIC SIGNALS
VARIOUS CITY STREETS (UNIT A)
MULTNOMAH COUNTY

INTERSECTION	TYPE OF INSTALLATION	EST. CONTRACT COST	REMARKS
N. ST. LOUIS AVE at N. LOMBARD ST	2Ø P.T	$ 9,000	CURB CONST. BY OTHERS
N. PORTSMOUTH AVE at N. WILLAMETTE BLVD	2Ø P.T	11,400	
N. CHAUTAUQUA BLVD at N. WILLIS ST	2Ø P.T.	11,700	
N. PENINSULAR AVE at N. LOMBARD ST	2Ø P.T.	6,500	CURB CONST. BY OTHERS
S.E. 7th AVE at S.E. CLAY ST.	2Ø P.T.	7,300	CURB CONST. BY OTHERS
N.E. 9th AVE. at N.E. WEIDLER ST	2Ø. P.T.	10,900	
N.E. 9th AVE. at N.E. HALSEY ST.	2Ø P.T.	17,800	
N.E. 15th AVE. at N.E. HALSEY ST.	2Ø P.T.	20,400	
N.E. 20th AVE at N.E. IRVING ST.	2Ø P.T.	8,900	CURB CONST. BY OTHERS
N.E. 39th AVE. at N.E. HASSALO ST.	3Ø P.T.	9,600	
N.E. 42nd AVE at N.E. HANCOCK ST.	2Ø P.T.	7,700	
N.E. 57th AVE at N.E. HALSEY ST	2Ø P.T.	10,800	CURB CONST. BY OTHERS
N.E. 57th AVE at N.E. GLISAN ST	2Ø P.T.	7,400	CURB CONST. BY OTHERS

EST. CONTRACT AMOUNT	$ 139,400
Engr. & Cont.	20,000
[illegible]	2,600 ([illegible])
EST. PROJECT AMOUNT	$ 162,000 ([illegible])

[illegible]

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 19, 1971

SUBJECT: Portland City-Wide Signals
Various Streets (Unit A)
Multnomah County
TOPICS

To: MEMO TO FILE

The writer received verbal approval this date from Mr. Glen Green, FHWA, to omit construction identification signs and contractor identification signs from this project.

J. O. Butler
J. O. Bulter
Asst. Signal Engineer

JOB:njc

CC. Don Bergstrom, City of Portland
G. L. Green, FHWA
C. G. Swenson
✓ R. H. Bladorn
D. L. Peterson

SALEM, OREGON
October 27, 1971

TOPICS Project T-[illegible]
30 Citywide Traffic Signals
City of Portland

Mr. F. L. Hall
Design Engineer
BUILDING

Attn: Mr. F. L. Carstensen

Attached are two sets of the survey data for Phase 1 (9 signal installations) of the subject TOPICS project. This data has been reviewed and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Please submit one copy to the Traffic Section.

RICHARD BLADOWN

Richard Bladown
Urban Program Engineer
County and City Section

RB:ljt

Att.

cc: F. R. [illegible]
L. H. [illegible]
F. J. [illegible]
L. W. [illegible]

FORM [illegible] (REV. [illegible])

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
October 14, 1971

SUBJECT: TOPICS PROGRAM

To: R. L. Schroeder
Metropolitan Engineer
OFFICE

ATTENTION: J. H. Versteeg

Herewith three sets of the nine traffic signal projects, TOPICS Program, submitted by the City Traffic Department. These plans have been reviewed by this office for site location and completeness. There is no current expert on wiring diagrams.

Curb cutbacks were required on four of the projects. Quantities were computed for this work but no cost estimate was prepared.

I checked with Dick Spear, City Traffic, regarding accuracy of the intersection drawings. All drawings are accurate and current according to him.

I called Wayne Oberding regarding the curb cutbacks. He indicated that this submittal to the State without prior contact with Apperson would add to the growing animosity between the two departments. Therefore, he declined the work on the curb cutback.

K. D. Limbocker
Metropolitan Design Engineer

KDL:nb

Encs

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COUNTY & CITY SECTION

T.

LLOYD E. ANDERSON
CITY COMMISSIONER

DEPARTMENT OF PUBLIC WORKS
BUREAU OF TRAFFIC ENGINEERING

D.E. BERGSTROM
TRAFFIC ENGINEER

420 S.W. MAIN ST.
PHONE 228-6141

CITY OF PORTLAND
OREGON

September 27, 1971

METROPOLITAN ENGINEER
RECEIVED
SEP 29 1971
☐ ME ☐ AME ☐ AME ☐ MCE ☐ MCE ☐ MTE

Mr. Robert L. Schroeder, Metropolitan Engineer
Oregon State Highway Department
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Schroeder:

Under separate cover we are transmitting the preliminary location plans, signal plans, and wiring diagrams for the first phase of this year's TOPICS Program for traffic signal installation. These plans cover the following nine intersections:

S.E. 7th Avenue and Clay Street
N.E. 9th Avenue and Weidler Street
N.E. 9th Avenue and Halsey Street
N.E. 15th Avenue and Halsey Street
N.E. 20th Avenue and Irving Street
N.E. 39th Avenue and Hassalo Street
N.E. 42nd Avenue and Hancock Street
N.E. 57th Avenue and Halsey Street
N.E. Glisan Street and 57th Avenue

Will you please proceed with your preparation of the final plans and specifications, and the letting and awarding of the contract for these installations.

Since the 1970 edition of the "Standard Specifications for Highway Construction" is normally included as part of the specifications and since these specifications are sometimes in conflict with the urban requirements of the City of Portland, we would request that a copy of these standard specifications be supplied to our signal engineer so that appropriate exceptions to these specifications can be included in the special provision's section of the project.

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[illegible]

We are also supplying cost estimates for the nine intersections. These estimates are based on the installation of one intersection at a time so on a project involving nine intersections we could expect a reduction of up to 20% in the cost.

Since these estimates are prepared from a computer program, it would be beneficial to us in the perfecting of this program if the bid schedules for these intersections could be made out in the same form as used on the estimates, of course eliminating the portion on Engineering and on Overhead and Profit.

Sincerely,

D. E. BERGSTROM
Traffic Engineer

R. C. Speer
R. C. SPEER
Asst. City Traffic Engineer

JRW:ba
Encls.

cc: Wayne Oberding

Submitted under separate cover:

3 Each: PL-2-068,097,111,119,120,121,122,123, & PL-4-119
Signal Plans: PL-2-068,097,111,119,120,121,122,123, & PL-4-119
Location Plans: PL-2-068,097,111,119,120,121,122,123, & WD-4-119
Wiring Diagrams: WD-2-068,097,111,119,120,121,122,123,
Resync. Plans: RS-2-415,416,417

CONTRACT INSTALLATION 9/23/71

ESTIMATE FOR INSTALLATION OF
TRAFFIC CONTROL SIGNAL
AT
S.E. 7TH AVE. AND CLAY ST.

	LABOR + EQUIPMENT	MATERIAL
SET 2-26 FT STEEL POLES	373.49	747.08
SET 1-30 FT STEEL POLES	158.13	379.86
INSTALL 4-2 POINT SIGNAL SPANS	159.37	36.77
INSTALL 4-2 WAY PEDESTRIAN SIGNALS	420.60	744.51
INSTALL 2 OVERHEAD JUNCTION BOXES	127.50	70.92
INSTALL 210 FT OVERHEAD CABLING	209.99	88.19
INSTALL CONTROLLER	149.58	1010.53
INSTALL SERVICE EQUIPMENT	82.22	39.01
INSTALL 8 VEHICLE SIGNAL HEADS 8- 8- 8	255.00	758.46
TOTAL MATERIAL		3875.39
TOTAL LABOR AND EQUIPMENT	1944.92	1944.92
TOTAL MATERIAL, LABOR AND EQUIPMENT		5820.31
+25 PERCENT OVERHEAD AND PROFIT		1455.07
TOTAL ESTIMATE FOR INSTALLATION		7275.39
ENGINEERING AND INSPECTION [illegible]		570.69
TOTAL ESTIMATE		7846.08

9/23/71

CONTRACT INSTALLATION

ESTIMATE FOR INSTALLATION OF

TRAFFIC CONTROL SIGNAL

AT

N.E. 9TH AVE. AND WEIDLER ST.

	LABOR + EQUIPMENT	MATERIAL
SET 1-26 FT STEEL POLES	215.36	373.54
SET 2-30 FT STEEL POLES	316.27	759.73
INSTALL 3-2 POINT SIGNAL SPANS	127.50	27.05
INSTALL 4-2 WAY PEDESTRIAN SIGNALS	429.60	744.51
INSTALL 2 SIDEWALK JUNCTION BOXES	152.50	97.99
INSTALL 2 OVERHEAD JUNCTION BOXES	127.50	70.92
INSTALL 175 FT OVERHEAD CABLING	174.39	73.43
INSTALL CONTROLLER	149.58	1010.53
INSTALL SERVICE EQUIPMENT	82.22	39.01
INSTALL 255 FT UNDERGROUND CONDUIT	2103.74	190.61
INSTALL 255 FT UNDERGROUND INTERCONNECT	175.31	71.39
INSTALL 7 VEHICLE SIGNAL HEADS 8- 8- 8	223.12	683.65
INSTALL 2 ILLUMINATED SIGNS	63.75	295.06
TOTAL MATERIAL		4417.56
TOTAL LABOR AND EQUIPMENT	4341.48	4341.42
TOTAL MATERIAL, LABOR AND EQUIPMENT		8759.05
+25 PERCENT OVERHEAD AND PROFIT		2139.76
TOTAL ESTIMATE FOR INSTALLATION		10948.81
ENGINEERING AND INSPECTION BY CITY		576.56
TOTAL ESTIMATE		11525.37

9/23/71

CONTRACT INSTALLATION

ESTIMATE FOR INSTALLATION OF

TRAFFIC CONTROL SIGNAL

AT

N.E. 9TH AVE. AND HALSEY ST.

	LABOR + EQUIPMENT	MATERIAL
SET 2-26 FT STEEL POLES	373.49	747.08
SET 1-30 FT STEEL POLES	158.13	379.85
INSTALL 4-2 POINT SIGNAL SPANS	159.37	38.87
INSTALL 4-2 WAY PEDESTRIAN SIGNALS	429.60	744.51
INSTALL 5 SIDEWALK JUNCTION BOXES	381.25	244.99
INSTALL 2 OVERHEAD JUNCTION BOXES	127.50	70.92
INSTALL 240 FT OVERHEAD CABLING	239.99	100.79
INSTALL CONTROLLER	149.58	1010.53
INSTALL SERVICE EQUIPMENT	82.22	39.01
INSTALL 780 FT UNDERGROUND CONDUIT	6434.99	583.64
INSTALL 780 FT UNDERGROUND INTERCONNECT	536.24	238.39
INSTALL 8 VEHICLE SIGNAL HEADS 8- 8- 8	[illegible]	[illegible]
TOTAL MATERIAL		4936.54
TOTAL LABOR AND EQUIPMENT	9327.42	9327.42
TOTAL MATERIAL, LABOR AND EQUIPMENT		14263.96
+25 PERCENT OVERHEAD AND PROFIT		3565.99
TOTAL ESTIMATE FOR INSTALLATION		17829.94
ENGINEERING AND INSPECTION BY CITY		588.64
TOTAL ESTIMATE		[illegible]

CONTRACT INSTALLATION 9/23/71

ESTIMATE FOR INSTALLATION OF

TRAFFIC CONTROL SIGNAL

AT

N.E. 15TH AVE. AND HALSEY ST.

	LABOR + EQUIPMENT	MATERIAL
SET 2-26 FT STEEL POLES	373.49	747.08
SET 2-30 FT STEEL POLES	316.27	759.73
INSTALL 3-2 POINT SIGNAL SPANS	127.50	29.75
INSTALL 4-2 WAY PEDESTRIAN SIGNALS	429.60	744.51
INSTALL 4 SIDEWALK JUNCTION BOXES	305.00	195.99
INSTALL 2 OVERHEAD JUNCTION BOXES	127.50	70.92
INSTALL 220 FT OVERHEAD CABLING	219.99	92.39
INSTALL CONTROLLER	149.58	1010.53
INSTALL SERVICE EQUIPMENT	82.22	39.01
INSTALL 930 FT UNDERGROUND CONDUIT	7672.49	695.17
INSTALL 930 FT UNDERGROUND INTERCONNECT	639.37	260.39
INSTALL 7 VEHICLE SIGNAL HEADS 8- 8- 8	223.12	663.65
INSTALL 2 ILLUMINATED SIGNS	63.75	295.06
TOTAL MATERIAL		5604.26
TOTAL LABOR AND EQUIPMENT	10729.93	10729.93
TOTAL MATERIAL, LABOR AND EQUIPMENT		16334.20
+25 PERCENT OVERHEAD AND PROFIT		4083.55
TOTAL ESTIMATE FOR INSTALLATION		20417.74
ENGINEERING AND INSPECTION BY CITY		592.09
TOTAL ESTIMATE		21009.84

CONTRACT INSTALLATION 9/23/71

ESTIMATE FOR INSTALLATION OF
TRAFFIC CONTROL SIGNAL
AT
N.E. 20TH AVE. AND IRVING ST.

	LABOR + EQUIPMENT	MATERIAL
SET 2-26 FT STEEL POLES	373.49	747.08
SET 2-30 FT STEEL POLES	316.27	759.73
INSTALL 4-2 POINT SIGNAL SPANS	159.37	33.47
INSTALL 4-2 WAY PEDESTRIAN SIGNALS	429.60	744.51
INSTALL 3 OVERHEAD JUNCTION BOXES	191.25	106.38
INSTALL 165 FT OVERHEAD CABLING	164.99	69.29
INSTALL 660 FT OVERHEAD INTERCONNECT	412.50	184.79
INSTALL CONTROLLER	149.58	1010.53
INSTALL SERVICE EQUIPMENT	82.22	39.01
INSTALL 6 CROSS ARMS	95.62	49.19
INSTALL 8 VEHICLE SIGNAL HEADS 8- 8- 8	255.00	758.46
TOTAL MATERIAL		4502.51
TOTAL LABOR AND EQUIPMENT	2629.93	2629.93
TOTAL MATERIAL,LABOR AND EQUIPMENT		7132.45
+25 PERCENT OVERHEAD AND PROFIT		1783.11
TOTAL ESTIMATE FOR INSTALLATION		8915.56
ENGINEERING AND INSPECTION BY CITY		537.21
TOTAL ESTIMATE		9452.78

Estimate does not include labor and material required for the four corner cut backs.

CONTRACT INSTALLATION 9/23/71

ESTIMATE FOR INSTALLATION OF

TRAFFIC CONTROL SIGNAL

AT

N.E. 39TH AVE. AND HASSALO ST.

	LABOR + EQUIPMENT	MATERIAL
SET 2-26 FT STEEL POLES	373.49	747.08
SET 1-28 FT STEEL POLES	158.13	379.86
INSTALL 4-2 POINT SIGNAL SPANS	159.37	39.17
INSTALL 2-1 WAY PEDESTRIAN SIGNALS	164.80	203.44
INSTALL 2-2 WAY PEDESTRIAN SIGNALS	214.80	372.25
INSTALL 4 OVERHEAD JUNCTION BOXES	255.00	141.24
INSTALL 250 FT OVERHEAD CABLING	250.00	104.99
INSTALL 1500 FT OVERHEAD INTERCONNECT	937.50	419.99
INSTALL CONTROLLER	149.58	1010.53
INSTALL SERVICE EQUIPMENT	82.22	39.01
INSTALL 11 CROSS ARMS	175.31	90.19
INSTALL 5 VEHICLE SIGNAL HEADS 8- 8- 8	159.37	474.03
INSTALL 1 VEHICLE SIGNAL HEADS 8- 8-12	31.87	132.10
INSTALL 1 VEHICLE SIGNAL HEADS 12-12-12	31.87	144.43
INSTALL 1 VEHICLE SIGNAL HEADS 12-12-12-12	31.87	187.55
TOTAL MATERIAL		4486.56
TOTAL LABOR AND EQUIPMENT	3175.23	3175.23
TOTAL MATERIAL, LABOR AND EQUIPMENT		7661.80
+25 PERCENT OVERHEAD AND PROFIT		1915.45
TOTAL ESTIMATE FOR INSTALLATION		9577.25
ENGINEERING AND INSPECTION BY CITY		635.14
TOTAL ESTIMATE		10212.40

CONTRACT INSTALLATION

9/23/71

ESTIMATE FOR INSTALLATION OF
TRAFFIC CONTROL SIGNAL
AT
N.E. 42ND AVE. AND HANCOCK ST.

	LABOR + EQUIPMENT	MATERIAL
SET 2-26 FT STEEL POLES	373.49	747.08
SET 1-30 FT STEEL POLES	158.13	379.86
INSTALL 4-2 POINT SIGNAL SPANS	159.37	35.57
INSTALL 4-2 WAY PEDESTRIAN SIGNALS	429.60	744.51
INSTALL 3 OVERHEAD JUNCTION BOXES	191.25	106.38
INSTALL 200 FT OVERHEAD CABLING	199.99	83.99
INSTALL 95 FT OVERHEAD INTERCONNECT	59.37	26.59
INSTALL CONTROLLER	149.58	1010.53
INSTALL SERVICE EQUIPMENT	82.22	39.01
INSTALL 8 VEHICLE SIGNAL HEADS 8- 8- 8	255.00	758.46
INSTALL 1 ILLUMINATED SIGNS	31.87	147.53
TOTAL MATERIAL		4079.58
TOTAL LABOR AND EQUIPMENT	2089.92	2089.92
TOTAL MATERIAL, LABOR AND EQUIPMENT		6169.50
+25 PERCENT OVERHEAD AND PROFIT		1542.37
TOTAL ESTIMATE FOR INSTALLATION		7711.88
ENGINEERING AND INSPECTION BY CITY		572.87
TOTAL ESTIMATE		8284.76

CONTRACT INSTALLATION

9/23/71

ESTIMATE FOR INSTALLATION OF
TRAFFIC CONTROL SIGNAL
AT
N.E. 57TH AVE. AND HALSEY ST.

	LABOR + EQUIPMENT	MATERIAL
SET 3-26 FT STEEL POLES	531.63	1120.62
INSTALL 3-2 POINT SIGNAL SPANS	127.50	25.55
INSTALL 4-1 WAY PEDESTRIAN SIGNALS	329.60	406.89
INSTALL 2-2 WAY PEDESTRIAN SIGNALS	214.80	372.25
INSTALL 5 OVERHEAD JUNCTION BOXES	318.75	177.30
INSTALL 150 FT OVERHEAD CABLING	149.99	62.99
INSTALL 1100 FT OVERHEAD INTERCONNECT	687.50	307.99
INSTALL CONTROLLER	149.58	1010.53
INSTALL SERVICE EQUIPMENT	82.22	39.01
INSTALL 10 CROSS ARMS	159.37	81.99
INSTALL 115 FT UNDERGROUND CONDUIT	948.74	85.96
INSTALL 115 FT UNDERGROUND CABLING	79.06	48.29
INSTALL 8 VEHICLE SIGNAL HEADS 8- 8- 8	255.00	758.46
TOTAL MATERIAL		4497.92
TOTAL LABOR AND EQUIPMENT	4033.78	4033.78
TOTAL MATERIAL, LABOR AND EQUIPMENT		8531.71
+25 PERCENT OVERHEAD AND PROFIT		2132.92
TOTAL ESTIMATE FOR INSTALLATION		10664.63
ENGINEERING AND INSPECTION BY CITY		659.02
TOTAL ESTIMATE		11323.66

CONTRACT INSTALLATION

9/23/71

ESTIMATE FOR INSTALLATION OF
TRAFFIC CONTROL SIGNAL
AT
N.E. GLISAN ST. AND 57TH AVE.

	LABOR + EQUIPMENT	MATERIAL
SET 3-26 FT STEEL POLES	531.63	1120.62
SET 1-28 FT STEEL POLES	158.13	379.86
INSTALL 3-2 POINT SIGNAL SPANS	127.50	27.05
INSTALL 2-1 WAY PEDESTRIAN SIGNALS	164.80	203.44
INSTALL 1-2 WAY PEDESTRIAN SIGNALS	107.40	186.12
INSTALL 2 OVERHEAD JUNCTION BOXES	127.50	70.92
INSTALL 175 FT OVERHEAD CABLING	174.99	73.49
INSTALL CONTROLLER	149.58	1010.53
INSTALL SERVICE EQUIPMENT	82.22	39.01
INSTALL 4 VEHICLE SIGNAL HEADS 8- 8- 8	127.50	379.23
INSTALL 2 VEHICLE SIGNAL HEADS 8- 8-12	63.75	264.20
INSTALL 2 ILLUMINATED SIGNS	63.75	295.06
TOTAL MATERIAL		4049.61
TOTAL LABOR AND EQUIPMENT	1878.78	1878.78
TOTAL MATERIAL, LABOR AND EQUIPMENT		5928.39
+25 PERCENT OVERHEAD AND PROFIT		1482.09
TOTAL ESTIMATE FOR INSTALLATION		7410.49
ENGINEERING AND INSPECTION BY CITY		570.69
TOTAL ESTIMATE		7981.18

Estimate does not include widening of Glisan Street on the north side.

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dept of Transportation

Title of Record Series: Construction Contract

Arrangement of Records: # Contract number

Index:

INDEXING: Begins with 7680 Con Ends with: 7685

FLASH CARDS: from reel 154

Remarks: each Contract

Reel No. 155 Reduction Ration 21X Project No.

Camera:Name Bell/Howell Mode File Master Film 16 mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 18 day of Feb 19 82 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature